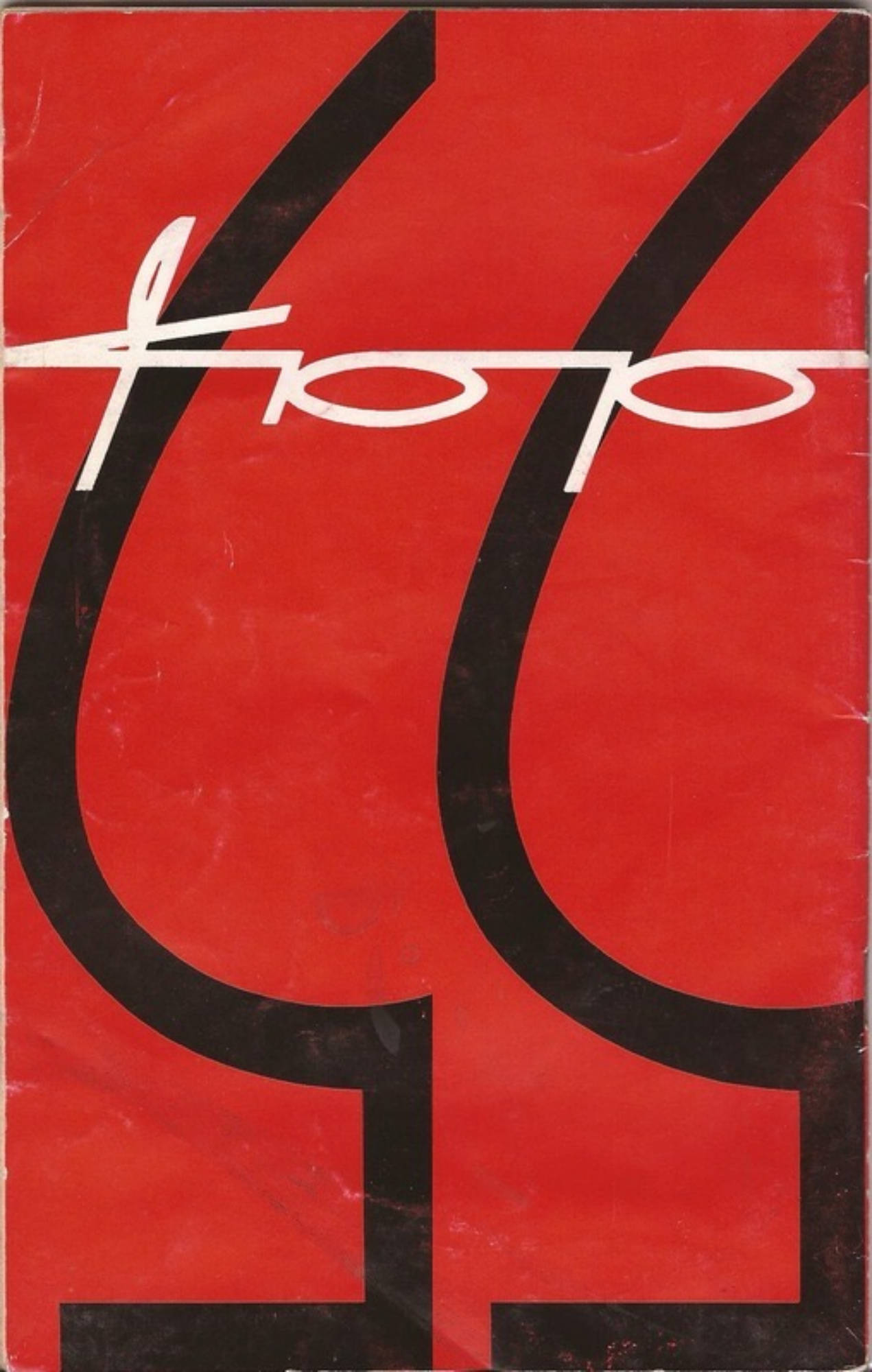
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# OWNER'S MANUAL

daf

de Luxe

55

ISSUED BY

***van Doorne's Automobielfabrieken N.V.***

Service Information Dept.
EINDHOVEN-THE NETHERLANDS

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# *Welcome to your Daf*

By purchasing a Daf 55 you have acquired a car which is well ahead of its time. Its designers have gone to great lengths to make the car dependable, economical, spacious and comfortable. The equipment is comprehensive and the finish perfect down to the last detail. The fine styling is the work of Michelotti, the Italian master stylist.

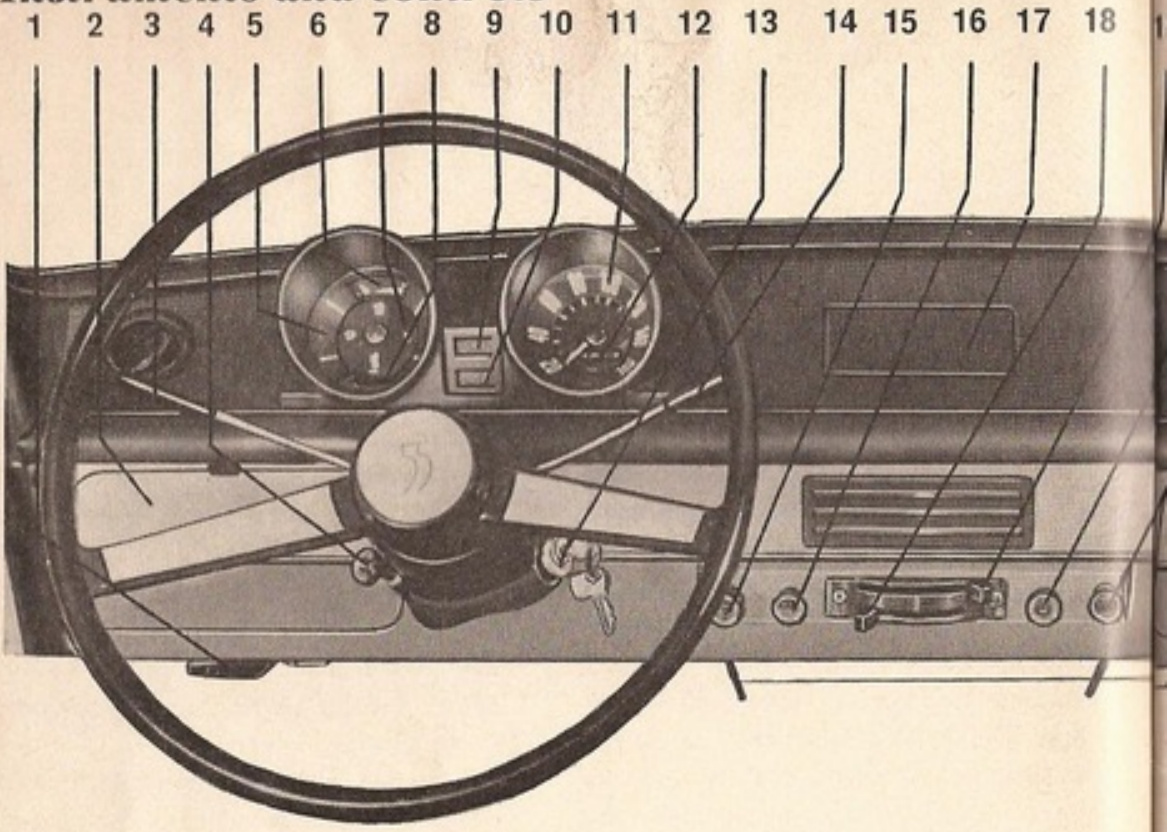
Furthermore, the car is equipped with the unique fully automatic Variomatic transmission, which has proved its excellent qualities and reliability in many countries in the most gruelling and diverse conditions, both in day-to-day driving and rallies and races.

You will find that the fully automatic transmission confers the benefits of relaxed, safe and lively driving, ideal virtues on the crowded roads of today. To obtain the maximum of pleasure from the car, you should read this manual from cover to cover.

You can do much to keep your car in good condition by carefully observing the instructions given on the following pages and by having the car serviced at the specified intervals.

Finally, the extensive network of Daf dealers, can be relied upon for perfect service. A list of these dealers is supplied with your car. New lists can be obtained from your dealer.

## *Instruments and controls*



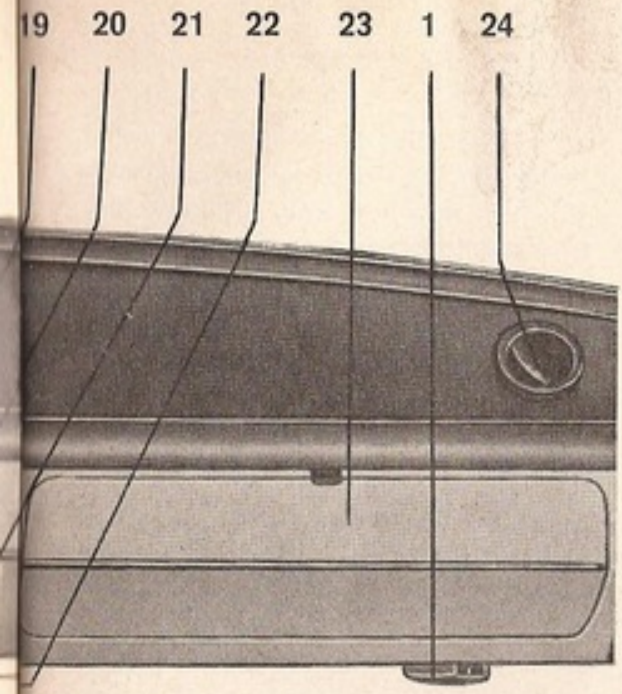

There are two dials on the dashboard of the Daf 55 de luxe, incorporating the instruments and various warning lights. The fuel gauge at the top of the left-hand dial indicates the fuel level in the tank. This dial also contains two warning lights. The amber light on the left is for oil pressure and is extinguished when the pressure is sufficiently high. The red light on the right is for generator charge. The gauge at the bottom of the dial indicates the temperature of the engine coolant. The right-hand dial contains the speedometer and distance recorder.

There are two warning lights between the dials. The upper, green light flashes on and off when the direction indicators are in operation and the lower, blue light comes on when the headlamps are switched to main beam.

There is a lever on either side of the steering column. When the light switch is pulled out fully, the headlamps are switched to main beam or dipped beam, respectively, by moving the lever on the left up or to the middle position.

Moving this lever down, overcoming spring pressure, operates the headlamp flasher. The lever on the right actuates the flashing direction indicators and the horn. The left-hand and right-hand direction indicators are operated by moving the lever up or down, respectively, and the horn by pulling it towards the steering wheel.

The choke is on the left-hand side of




1. Bonnet release control
2. Glove compartment
3. Dipswitch/headlamp flasher
4. Choke
5. Oil pressure warning light
6. Fuel gauge
7. Generator charge warning light
8. Temperature gauge
9. Direction indicator warning light
10. Main beam warning light
11. Speedometer
12. Distance recorder
13. Ignition switch
14. Direction indicator switch/horn
15. Windscreen washer control
16. Windscreen wiper control
17. Ashtray
18. Heater control
19. Ventilation control/blower
20. Light switch
21. Transmission low ratio hold
22. Heater distributor chamber levers
23. Glove compartment
24. Swivelling air vents

the steering column, and its use is explained on page 7. The ignition switch is located on the other side of the steering column. In the centre of the dashboard there are four knobs, the operation of which is dealt with on page 6.

Between these knobs are two control levers. When the upper lever is moved from left to right fresh air flows into the interior of the car. The other lever serves to regulate the temperature of the air entering the car. (See page 20 for the operation of these levers).

The air can be directed onto the windscreen or into the interior of the car, as desired, by means of two levers on the distributor chamber under the dashboard. Air vents at either end of the dashboard enable fresh air to be directed onto the side windows or into the interior of the car.

There are two glove compartments in the dashboard. They are opened by lifting up the catch.

There are only two pedals, viz. accelerator and foot brake. Both the handbrake and the selector lever for forward or reverse drive are located between the front seats.

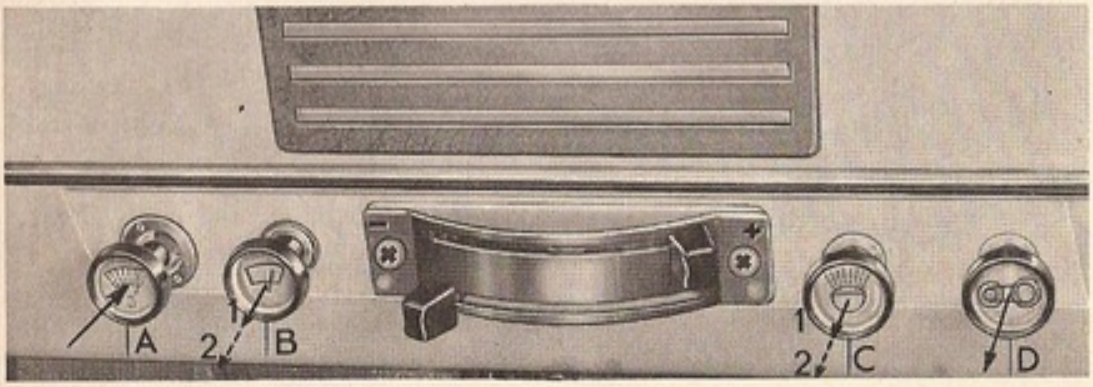
**Control knobs on dashboard**

Four knobs are located in the centre of the dashboard. Knob A operates the windscreen washer. When this knob is depressed water is squirted on the windscreen, which can then be cleaned with screen wipers. Knob B operates the windscreen wipers. Pulling out this knob to position 1 causes the wiper blades to move slowly across the screen. When the knob is pulled out further to position 2 the speed of the wiper blades is increased. The windscreen wipers are of the self-parking type.

Knob C is the light switch.

Pulling out this knob to position 1 switches on the parking lights, tail lamps and instrument panel lighting. When it is pulled out further to position 2 the headlamps are switched on (main beam or dipped, according to the position of the dipswitch).

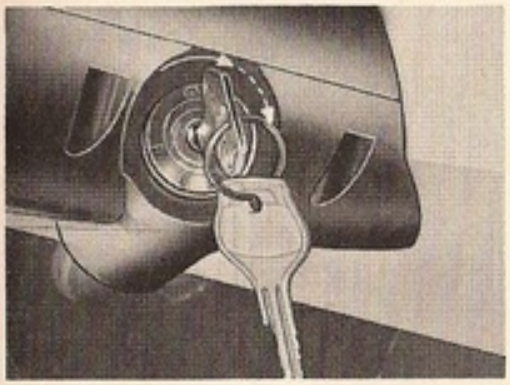
Knob D is the transmission low ratio hold control for extra engine braking effect (also see page 9).



# *Starting and driving*

**Starting a cold engine**

The key must first be inserted in the ignition switch and turned in clockwise direction. The ignition is then switched on, and two warning lights on the instrument panel start to burn. First make sure that the Variomatic selector lever is positioned for the direction in which you



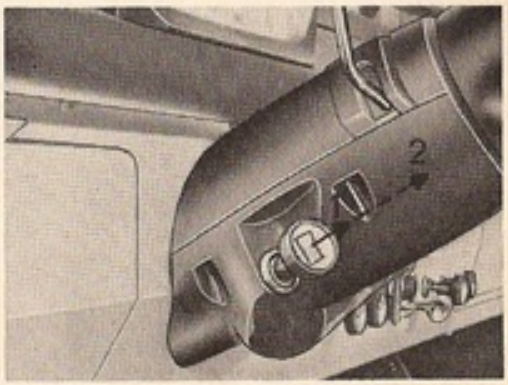
wish to travel and then start the engine by turning the ignition key still further clockwise against the spring pressure. When starting a cold engine the choke may have to be pulled out first. It can be pulled out either until resistance is felt or still further, overcoming spring pressure, the latter normally only being necessary in cold weather. As soon as the engine starts the ignition key must be released and the accelerator pedal depressed a little.

In cold weather it may by necessary to drive a certain distance with the choke pulled out partly, until the engine reaches operating temperature.

In extremely cold weather it is recommended to depress the accelerator pedal twice to its full extent before starting the engine.

When the choke is pulled out the engine idling speed is higher than normal. It is then possible for the automatic clutch to engage, so that the car suddenly starts to move. This can be avoided by putting on the handbrake while starting.

If the engine does not start within 5—




10 seconds, release the ignition key and wait a little before repeating the operation. This is to prevent the battery being exhausted.

**The practice of running the engine for a period at idling speed until it becomes warm should be avoided.**

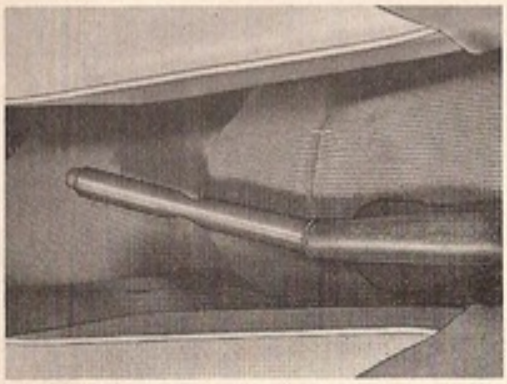
**Selecting forward or reverse drive**

Switching from forward to reverse drive or vice versa normally presents no problems. Should, however, the gears not engage readily, it is sufficient to depress the accelerator pedal **slightly** and **at the same time** gently move the selector lever in the required direction.

**Starting a warm engine**

When the selector lever has been put in the desired position, i.e. forward or reverse, it is sufficient to start the engine with the ignition key. The accelerator can be depressed, if necessary. Here again it is advisable to put on the hand-brake during this manoeuvre.

**Running-in**

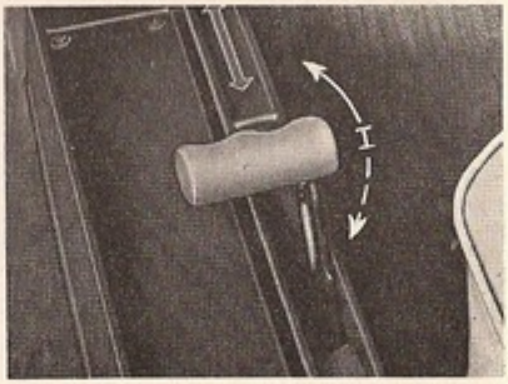


It is not advisable to run the engine at maximum speed for the first 600 miles (1000 km). During the running-in period the car should be driven at varying speeds and the maximum speed restricted to 50 m.p.h. (80 km/hr). Avoid depressing the accelerator pedal to its full extent.

The car may be regarded as run in after the initial 600 miles (1000 km), but it is recommended not to run the engine at maximum speed until a further 1200 miles (2000 km) have been covered.

**Driving**

Driving a Daf is particularly easy and effortless as the automatic transmission cuts out clutch pedal and gear lever. Any speed required between stationary and maximum can be obtained by depressing the accelerator. Whatever the position of the accelerator, the Variomatic always selects the ideal ratio. If

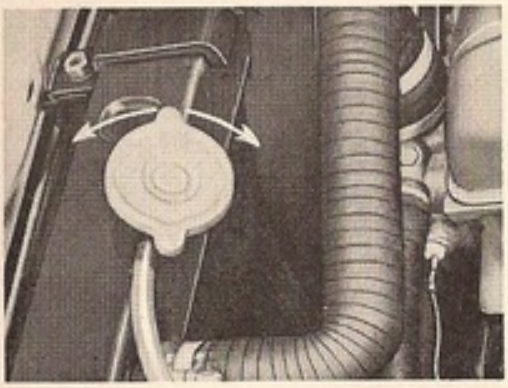



you have attained a certain speed and you wish to keep to it, the accelerator should be eased back to the point where the same speed can be maintained. The Variomatic then moves into the "overdrive" position which means reduced fuel consumption and thus more economical motoring. The vehicle speed can be increased by gradually depressing the accelerator pedal. A higher speed is then achieved without the Variomatic selecting a lower transmission ratio. If a rapid increase in speed is required, the accelerator pedal must be depressed at once to its full extent; the Variomatic then automatically changes down, making quick acceleration possible (kick-down effect).

### Driving in winter

A number of points should be attended to when driving in the cold months of the year. It is always essential for the engine oil to be at the correct operating temperature.

When frosty weather is expected an anti-freeze agent having an enthylene-glycol base must be added to the cooling water in accordance with the mixing



ratio indicated on the tin. (For the filling of the cooling system, see page 14.) It is of the utmost importance to use an anti-freeze agent of a well-known and reliable brand.

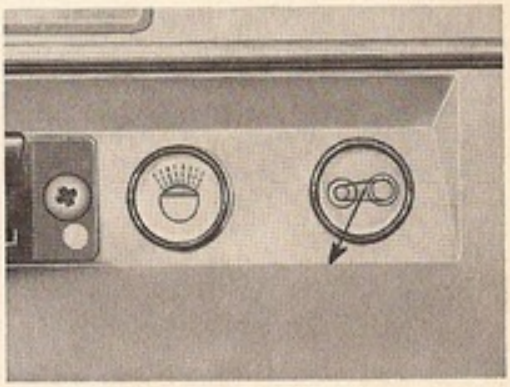
### Driving on gradients

An uphil standing start is particularly simple in a Daf.

After first applying the handbrake a smooth start can be made without the car rolling back by fully depressing the accelerator and at the same time releasing the handbrake.

On a downhill gradient the engine can act as a brake. The engine braking effect can be increased by pulling out the low ratio hold knob on the dash-board at speeds below 30 m.p.h. (50 km/hr). The use of this low ratio hold avoids extra wear on the brakes and guarantees maximum safety.

When ascending **steep** hills the low ratio hold knob may be pulled out to avoid repeated transmission ratio changes, providing a speed of 30 m.p.h. (50 km/hr)



is not exceeded. Above this speed the knob should be pushed in again.

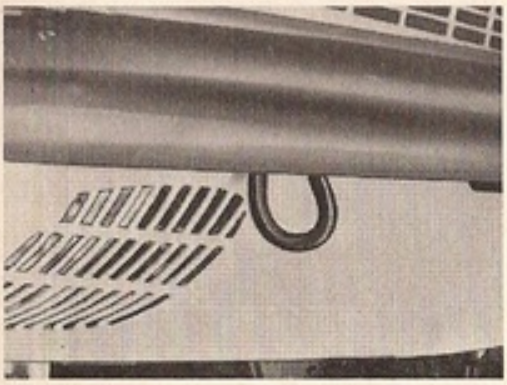
**Note**

**The knob should not be pulled out when the vehicle speed exceeds 30 m.p.h. (50 km/hr) as this can cause serious damage to the engine as a result of excessive engine speed following the "change-down" of the Variomatic.**

The engine does not act as a brake when idling. It is therefore necessary to depress the accelerator slightly to establish communication between the engine and transmission when beginning to descend a hill with the engine idling.

**Driving with a caravan**

The Daf is an ideal car for pulling a caravan, thanks to the Variomatic which continually selects the correct ratio and the automatic clutch which ensures a smooth start even on hills. Moreover, the low ratio hold allows hills to be descended with the maximum of safety, while the Variomatic maxi-grip effect enables the car to be driven on slippery



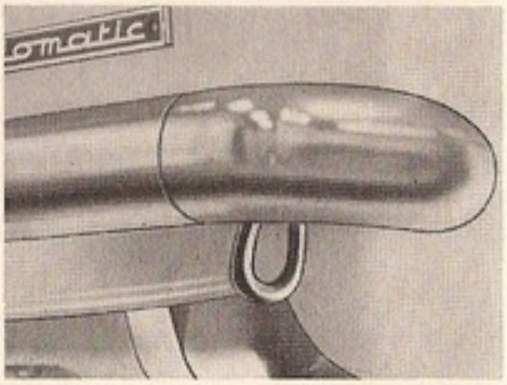
roads or soggy camping sites where cars with conventional clutch and differential might be stranded. The graph on page 44 gives an indication of the pulling capacity of the car in particular circumstances.

**Pushing and towing**

It is not possible to start the engine by pushing the car since the clutch is not engaged when the engine is stationary and the transmission to the rear wheels is disconnected. In an emergency the car can be towed for any distance without special precautionary measures having to be taken. Towing eyes are provided at both front and rear for the attachment of a towing cable. Do not tow another car, unless absolutely unavoidable. In such a case proceed with great caution. A rope of nylon or similar material should preferably be used. To avoid any damage, the load should be taken up gradually.

**Braking**

The car has disc brakes at the front and drum brakes at the rear, operated by



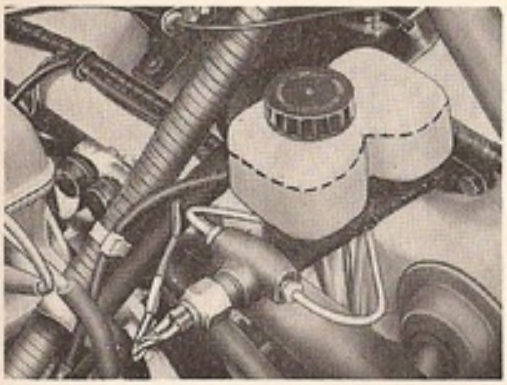
separate brake circuits.
To bring the car to a halt release the accelerator and depress the brake pedal. The transmission is disconnected at a very low road speed and the engine continues to run at idling speed while the car stops.
On depressing the brake pedal the wheel brakes are actuated by hydraulic pressure. The brake fluid reservoir must always contain sufficient good quality brake fluid of the correct type (SAE 70 R3). **The reservoir is translucent, thus enabling the fluid level to be checked at a glance.** If the brake pedal free travel exceeds approx. 1⅛" (3 cm), it is essential for the brakes to be adjusted by a Daf dealer.

Brake action must be checked directly after driving off, particularly when the car has been washed down with a hose or parked out of doors in the winter for a long time, in which conditions the brakes may be affected by condensate or ice. It is also necessary to check the brake action if the car is driven through deep puddles.

The brake linings can be dried quickly by gently depressing the brake pedal a few times in succession while driving.

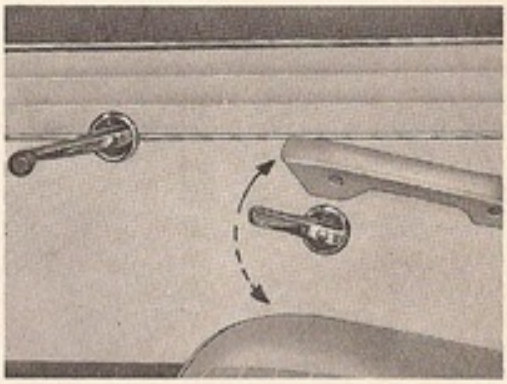
If the car is to be stopped on a gradient, the foot brake should be applied first and then the handbrake lever pulled up with the foot brake still depressed.

It is also advisable to block one of the wheel with a wooden wedge.



**Locking the doors**

Always lock the doors when leaving the car. Both doors can be locked from outside with a key. The passenger's door can also be secured from inside the car by pressing down the door handle.



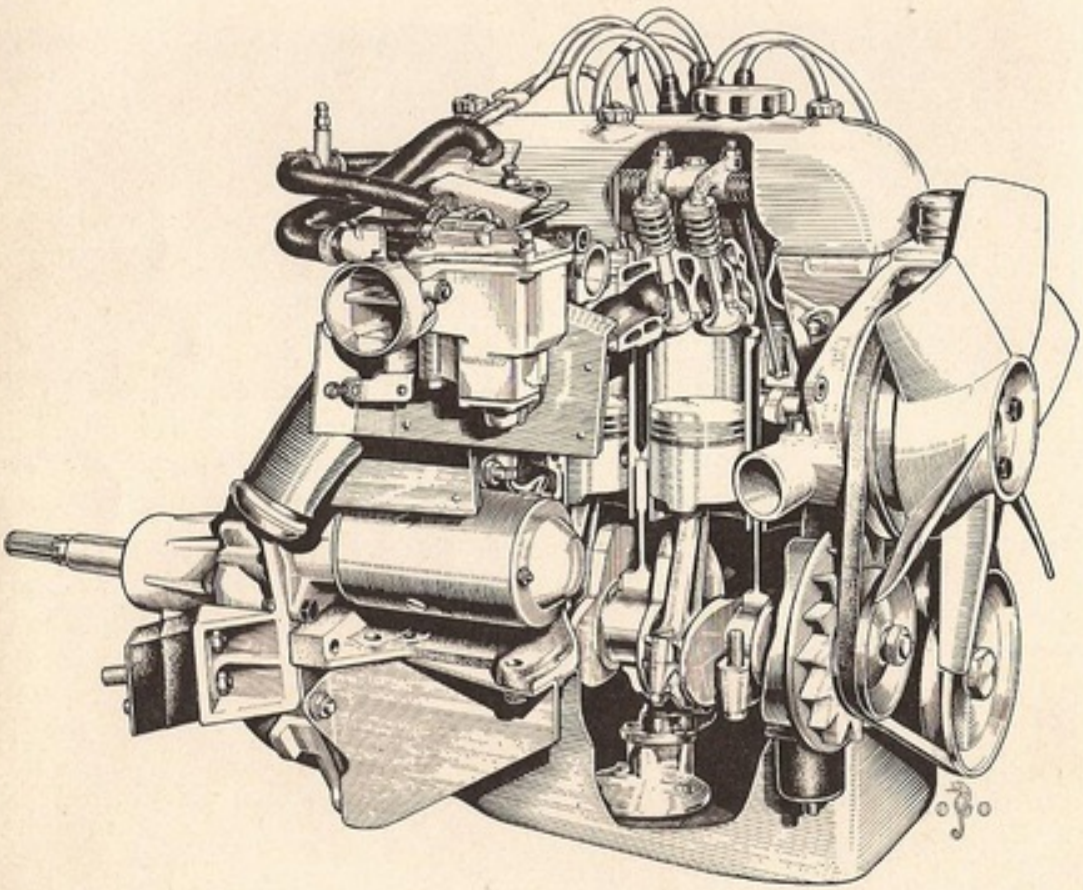
# *Engine*

**Description**

The 4-cylinder in line engine of the Daf 55 has a five-bearing crankshaft. Together with the relatively low maximum engine speed, this makes for reliability and long life. The engine is water-cooled, the water being circulated by a gear-type pump.

The engine is quickly brought to and kept at the correct operating temperature with the aid of the thermostat incorporated in the cooling system. The radiator and fan are located at the front of the engine, ensuring efficient cooling in all conditions.

The power developed by the engine is transmitted to the propeller shaft and Variomatic power divider via a centrifugal clutch. This centrifugal clutch requires no maintenance at all. When the engine is idling the clutch is disengaged but as the engine revolutions increase the clutch engages smoothly and the car moves off evenly. When the car is braked to a halt the procedure is reversed; the connection between engine and transmission is automatically broken as soon as the engine revolutions drop below a certain minimum.

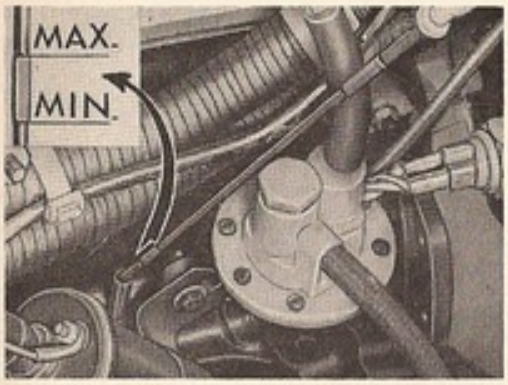


**Lubrication and maintenance**

Although the engine needs very little maintenance, trouble-free running can only be enjoyed if the maintenance checks and inspections are made regularly.

The engine sump holds 2½ litres of oil. The oil change interval is max. 3300 miles (5000 km).

A dipstick with a flat section is provided



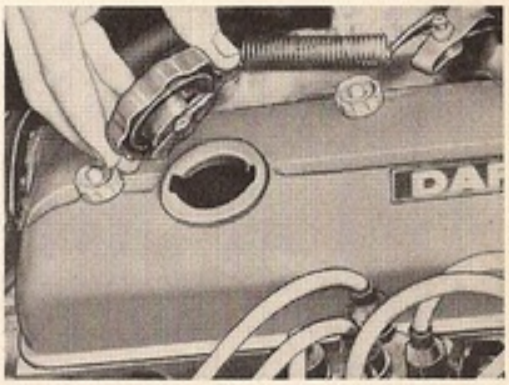

for checking the oil level. Whenever the oil level drops to the minimum level indicated by the bottom of the flat section of the dipstick, it is essential to top up the system. Oil should be filled until the level reaches the point indicated by the top of the flat section of the dipstick. The difference between the minimum and maximum levels is 1 litre.

If this procedure is strictly adhered to, proper lubrication of the engine is assured.

The oil level should always be checked with the engine cold and with the car standing on a level surface. The oil should be neither below the minimum level nor above the maximum level.

An S.A.E. 10W30 oil may be used the whole year round. Above an ambient temperature of 86° F (30° C), however, the sump must be filled with S.A.E. 20W40 oil. If the ambient temperature remains below 10° F (—12° C) for any length of time, an S.A.E. 5W20 oil should be used. It is recommended that once you have chosen a brand of oil you keep to it.

The engine oil filter element should be

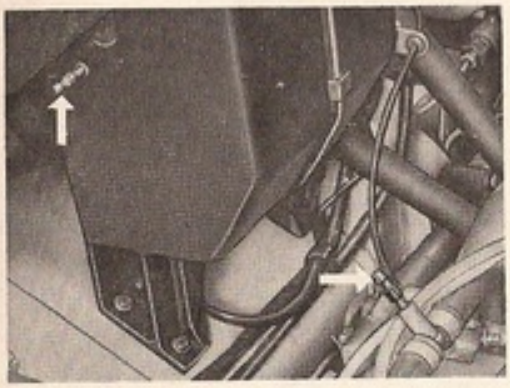


renewed every 6250 miles (10,000 km). Whenever renewal of the element coincides with a periodical engine oil change, another ¼ litre of oil must be added besides the normal sump contents of 2½ litres.

If a car is driven in unfavourable conditions, i.e. low mileage, frequent short distance or stop-start running, in city traffic, in very cold weather or on dusty roads, **an extra oil change must be made between two normal oil changes, and in any case at least once every three months.** Your Daf dealer will be pleased to advise you on this matter.

**Cooling system**

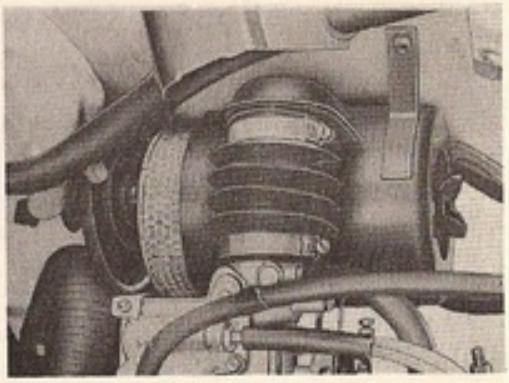
The heater control cock must be fully open while the cooling system is being filled. Likewise, the heater vent screw must be slackened to allow the air to escape.
Slowly fill the cooling system with the engine running until water begins to emerge at the vent screw.
If the coolant contains an anti-freeze



agent, slide a hose over the vent screw to prevent coolant flowing over the paintwork of the car and damaging it.
Bleed the warm water line to the carburetter in the same fashion with the aid of the vent screw in the line. Carefully tighten the vent screws again after all the air has been exhausted from the system.

**Carburetter and air filter**

The carburetter is a precision instrument providing the proper air/petrol mixture for perfect engine running in all driving conditions. Since engine performance is closely connected with carburetter adjustment, the latter must be checked at regular intervals, as shown in the maintenance booklet.
The air filter connected to the carburetter cleans the air drawn into the engine. It will be obvious that a properly functioning air filter reduces engine wear to a minimum and that here again the maintenance instructions must be strictly observed.
The filter element must be replaced every 12,500 miles (20,000 km). Where



dust is prevalent, however, the element must be changed more frequently. Your Daf dealer will advise you as to the most suitable interval.

**Fuel**

Fuel with a low octane rating can cause pinking or knocking, and may therefore damage vital engine parts. Since the manufacturer will consider any damage resulting from the use of poor quality fuel as being caused by incorrect handling, it is advisable to use only a good quality brand of fuel. If pinking occurs even when using good quality fuel, your

Daf dealer should be consulted. Do not be surprised if the engine loses power when driving in mountainous country at high altitudes. This loss of power is normal and is caused by reduced atmospheric pressure at high altitudes.

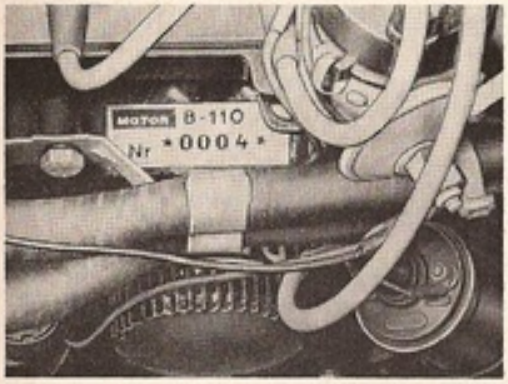
The engine of the Daf 55 runs satisfactorily on a petrol with an octane rating of 92.

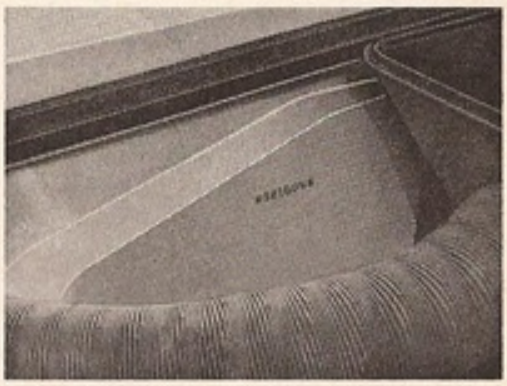
Your petrol company will be able to inform you which grade of petrol your car requires.

The fuel tank filler cap is located behind the rear number plate. It can be reached by pulling back the number plate.

**Engine and chassis numbers**

Frontier crossings sometimes entail a check on the engine and chassis numbers by the Customs. In the sketches below it is indicated where these numbers are situated. On the inside of the right-hand wing under the bonnet (seen from the driver's seat) there is an identification plate showing certain data on the car.



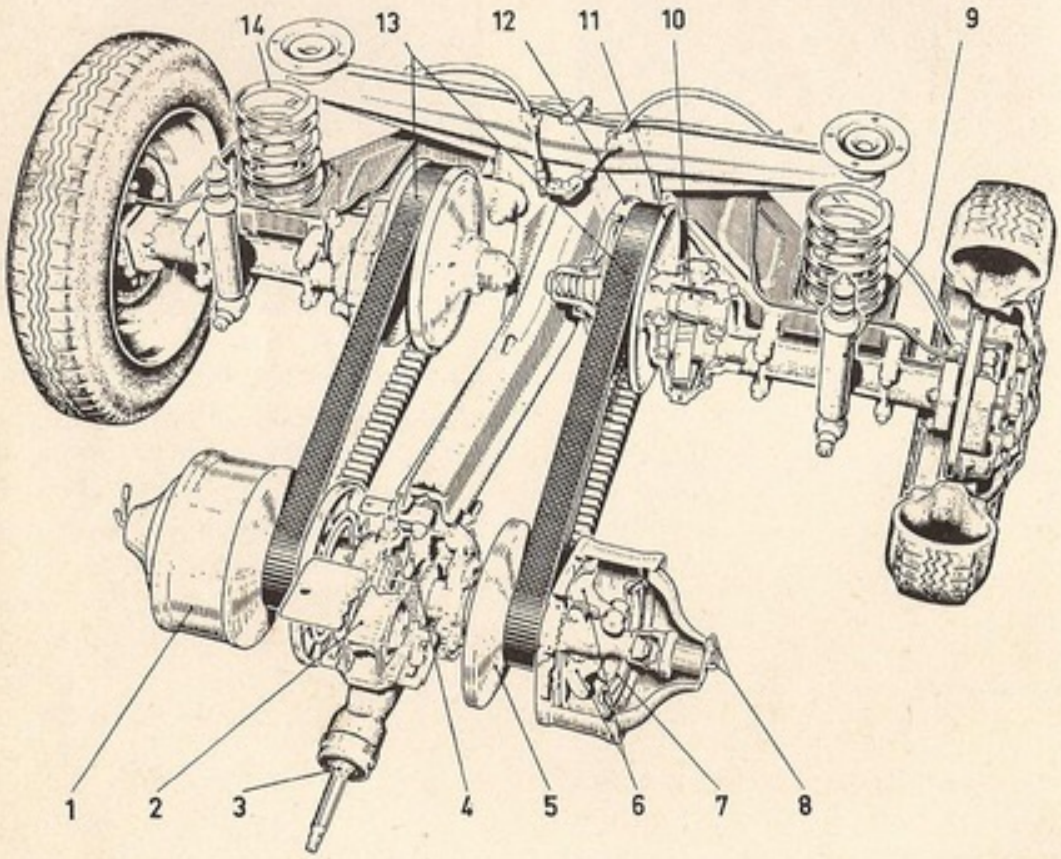



# *Variomatic transmission*

**Description**

The Variomatic transmission is fully automatic and has an infinite number of ratios between "bottom gear" and "overdrive". It always selects the correct ratio, automatically adapted to road resistance, vehicle speed and the number of engine revolutions, so that overloading can practically never occur. In the nature of things this has a very favourable influence on engine life.

The transmission consists of a front driving assembly and a rear driven




1. Vacuum cylinder
2. Power divider carriage
3. Power divider pinion shaft
4. Selector fork for forward and reverse drive
5. Fixed front pulley disc
6. Centrifugal weights
7. Flexible partition
8. Air-vacuum connections
9. Shock absorber
10. Reduction gear
11. Fixed rear pulley disc
12. Sliding rear pulley disc
13. V-belt
14. Coil spring

assembly. The front assembly incorporates a power divider unit with bevel gearing. A pulley with sliding and fixed discs is fitted at either end of a cross-shaft. Engine power is transmitted to the power divider via the centrifugal clutch and propeller shaft.

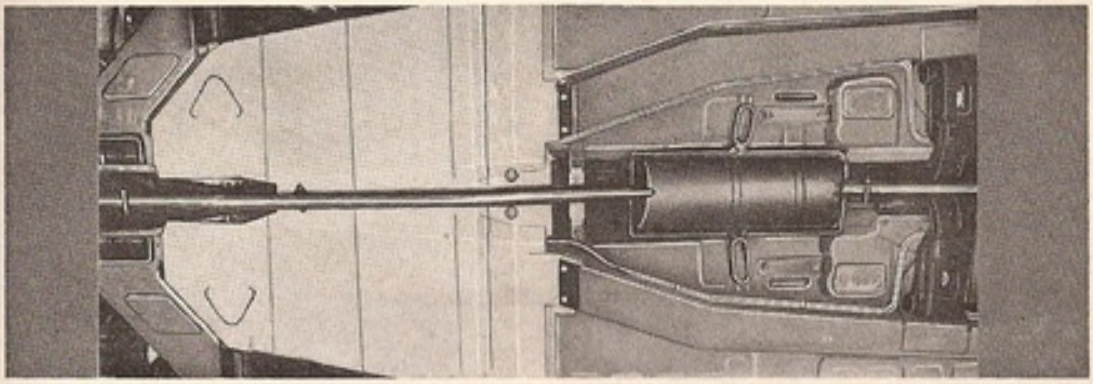
The rear part of the transmission consists of left-hand and right-hand assemblies, each comprising a set of reduction gears, a fixed pulley disc and a sliding pulley disc. The output shaft of each set of gears is connected to one of the rear wheels.

The front and rear assemblies are linked by means of two V-belts which run over the pulleys. The sliding pulley discs make it possible for the belt diameter to vary as the belt passes over the pulley, thus giving varying reduction ratios.

If a V-belt should break, the car may be driven on at a moderate speed with the other belt. However, any remnants of the broken belt should first be removed from the pulleys.

**Maintenance**

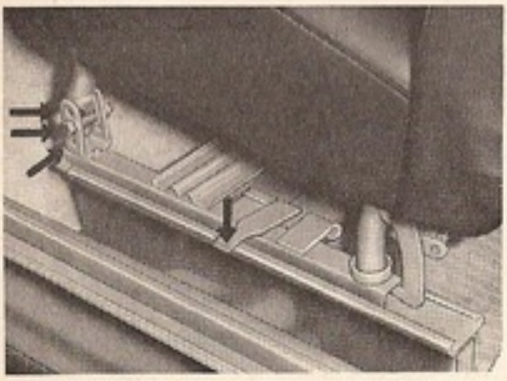
Just as in the case of the engine, the oil in the transmission components must be changed more frequently than normal during the running-in period. This is necessary in order to remove metal particles which find their way into the oil as a result of the "bedding-down" of the components, as these particles may otherwise cause serious damage. It is consequently essential to have the car serviced by the dealer at the intervals laid down in the maintenance booklet supplied with the car.



# *Body, interior and heating*

**Description**

The two-door body has no separate chassis and is built entirely from pressed sheet steel, electrically spot welded. This method of construction affords extreme rigidity combined with a minimum of weight, thus ensuring long life and a high degree of safety for the occupants.

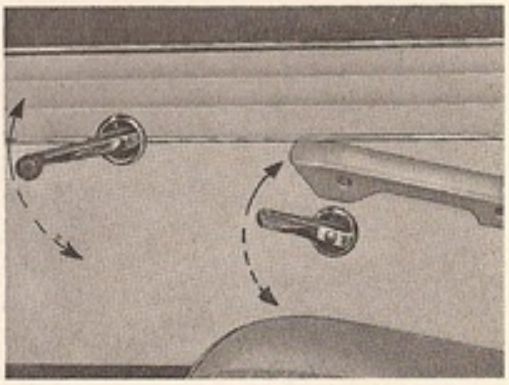


Owing to the lightness of the upper parts, a large area of window glass has been made possible. Supple rubber components have been freely used in the mountings for the engine, Variomatic transmission and wheel suspension to prevent the transfer of vibration to the body. Many carefully chosen materials are used in the trimming and upholstery of the interior to ensure that annoying sounds are kept from the occupants of the car.

**Interior and seat adjustment**

Both front seats can be moved backwards or forwards after pushing down a lever next to the seat. It is also possible to alter the seat position to suit individual requirements. This is done by fitting the front mounting in any one of the three pairs of holes.

The two front seats are each provided with a safety catch. The seats can be tipped forward after the knob in the side of the seat back has been pulled up. When the saets are pushed back again they



are locked in position automatically.

The door windows can be wound up and down by turning the window winders.

Extractor vents in both rear pillars give good air circulation in the interior of the car. The sun visors can be adjusted to various positions as desired in order to keep off the glare of the sun.

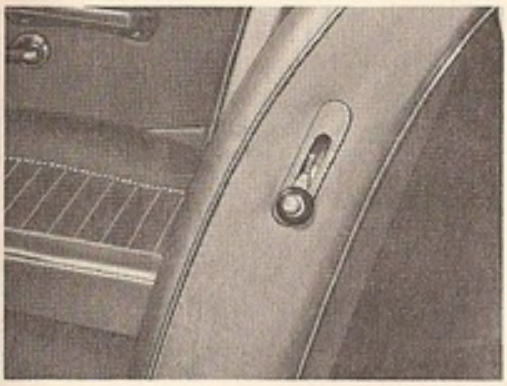
The rear-view mirror does not obstruct forward vision and it affords a very wide field of vision through the generously proportioned rear window.

The car can be supplied with a folding roof, which is opened by releasing and turning the handle. The seats may be removed to facilitate cleaning of the interior. The front seats can be taken

out after they have been moved to their foremost position.

They must be reinstalled with care so as not to damage the rails. For easy movement of the seats in the rails, the latter should preferably be greased from time to time.

The rear seat cushion can also be removed easily. The seat back is retained by four screws accessible from the boot.



When the rear seat is reinstalled, the cushion must be put in position before the seat back.

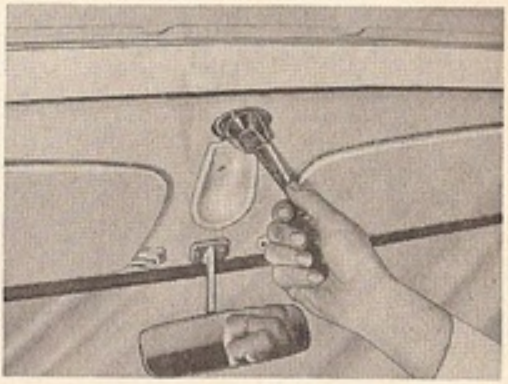
**Safety belts**

All Daf cars are provided with safety belt anchorage points. Safety belts, specially designed for Daf cars, can be obtained from any Daf dealer.

**Tyres**

It is essential for the tyres to be checked at regular intervals for correct pressure and any abnormal wear.

The tread wear pattern indicates clearly whether the wear is normal or due to any other reason, such as wheel misalignment. Over-inflation and under-inflation will considerably shorten the life of the tyres. The tyres should therefore always be maintained at the pressures indicated on the following page. The tyre pressures should preferably always be checked with the same pressure gauge.



The operation must only be carried out when the tyres are cold.

The wheels may be rotated crosswise from time to time, though this is not absolutely necessary.

**Maintenance of tyres**

Besides incorrect inflation, excessively sharp acceleration, braking and cornering will also cause abnormal wear. Bright sunshine, petrol and oil are likewise bad for the tyres.

They should be inspected at frequent intervals and any small stones, etc. removed.

**Tyre size and pressures**

Vredestein 135 SR 14:
front 25 lbs (1.8 atm)
rear 31 lbs (2.2 atm)

Michelin 135 - 14X/565 - 14X :
front 22 lbs (1.6 atm)
rear 28 lbs (2.0 atm)

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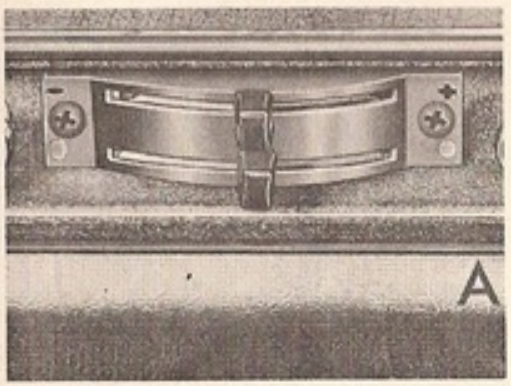
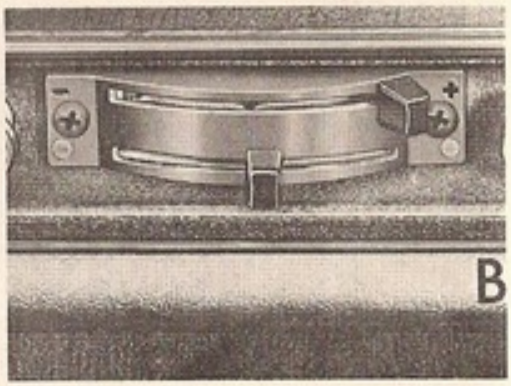
**Heating and ventilation**




The car is provided with a most effective heating system. Air entering the car through the grille in the bonnet below the windscreen flows past a separate heater radiator, incorporated in the engine cooling system. The amount of warm water admitted to this radiator can be regulated with a control cock. The air flowing past the radiator is heated and then admitted to the interior of the car.

Whenever the car speed is too low to create a sufficient flow of air to the heater radiator, a blower, located next to the radiator, can be switched on. The blower speed is variable, enabling the flow of air past the heater radiator to be regulated at will.

There are two control levers in the centre of the dashboard. Moving the lower lever from left to right opens the control cock, causing heated water to flow through the heater radiator. Moving the upper lever from left to centre opens the fresh air inlet valve. If the lever is moved further to the right, the blower is switched on, its speed varying according to the position of the lever.

The air entering the car can be directed onto the windscreen or into the interior, as desired, by means of the two levers on the distributor chamber under the dashboard.

There is a swivelling air vent at either end of the dashboard. These vents can be adjusted both horizontally and vertically, enabling fresh air to be directed onto the side windows and the corners of the windscreen. The window can thus be de-misted in a minimum of time.

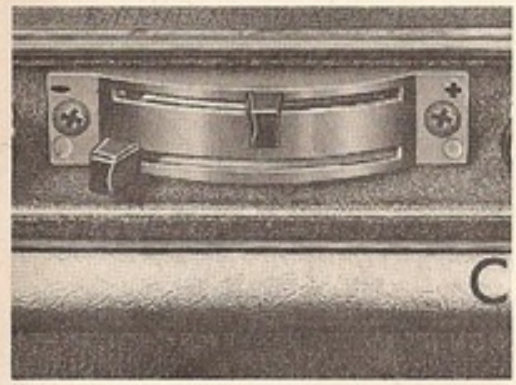
The four heating and ventilation positions shown in the drawings below (A-B-C-D) are as follows:

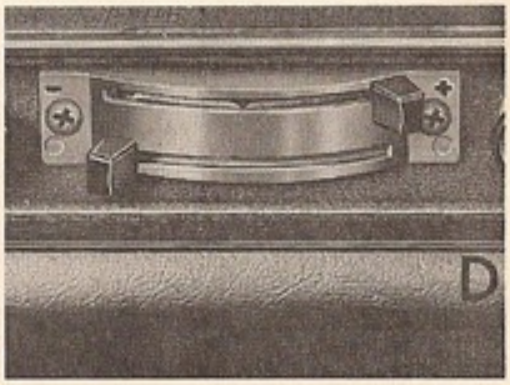
**A - warm air**
lower lever between left and right, according to heat required

upper lever in the centre

**B - warm air (forced)**
lower lever between left and right, according to heat required

upper lever between centre and right, according to pressure required




**C - cold air**
lower lever on the left

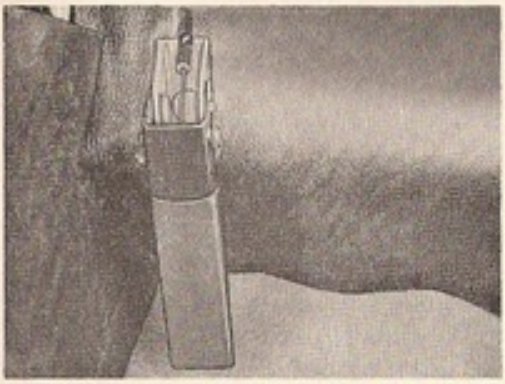
upper lever from left to centre

**D - cold air (forced)**
lower lever on the left

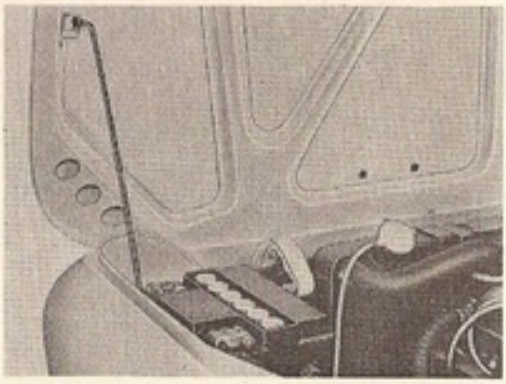
upper lever between centre and right, according to pressure required

**Bonnet and boot**

On either side under the dashboard there is a handle which serves to open and lock the bonnet. The bonnet is released by pulling back these handles. To lock it, the bonnet must be closed so that it rests on the catches and the handles be pushed forward.
The bonnet is fixed in an open position by inserting the stay in a bracket



provided for this purpose.
The boot can be locked with a key. After being unlocked, the boot is opened by depressing the lock push button.

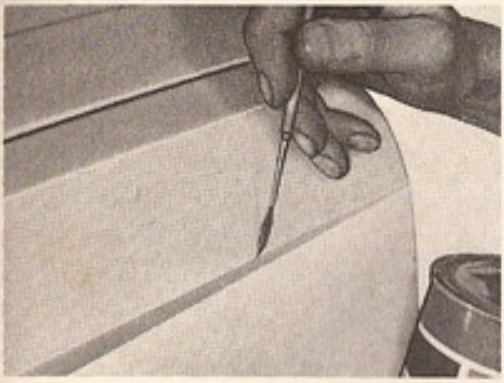


## *Maintenance*

**Paintwork**

Regular and frequent washing with clean water is a simple but ideal method of keeping your car in a neat and trim condition. Frequent washing protects the finish from the destructive influences of acids and salts left on the paintwork by the remains of insects and plants and factory smoke.
When washing the car, remove caked mud, etc. from the inside of the wings with a hose.
It is advisable to apply a good polish to the paintwork now and then, after the car has been washed down and dried off with a leather.
Wax polish should not be applied on new paintwork for the first 6-8 weeks in order to give the point time to harden. It should only be necessary to use a liquid polish when the finish has become dull. Great care must be exercised when selecting suhc a polish.
On no account should an abrasive or concentrated chemical agent be used. Tar spots soon work into the paint and should therefore be removed without delay. If petrol is used for this purpose the affected area must afterwards be washed with a lukewarm soapy solution and then clean water to remove all traces of petrol.
Since other paints may have a completely different chemical composition, only original DAF point should be employed to touch up the paintwork.

If a tin is always kept in stock, the paintwork can be retouched whenever necessary without delay. This original DAF paint can be obtained in tins of ¼ kg.
A special protective coating is applied to the underside of the car in course of production. This coating should preferably be inspected once a year and renewed if necessary.
If the car has been left under a lime



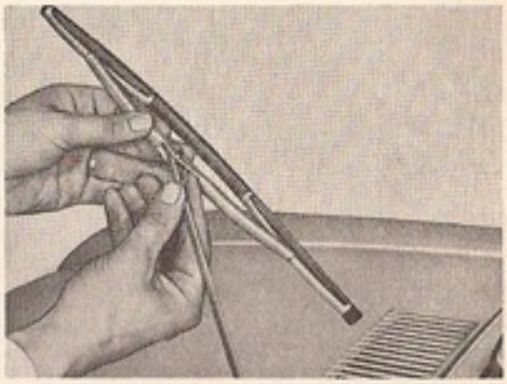
tree, etc. deposits may have formed on the paintwork. Such deposits should be removed immediately with a lukewarm soapy solution and clean water.
Subsequently, the car will have to be polished again to give a protective wax coating. It is obviously preferable not to park the car under a lime tree in the first place. Finally, the car should not be washed or polished in brilliant sunshine.

**Glass**

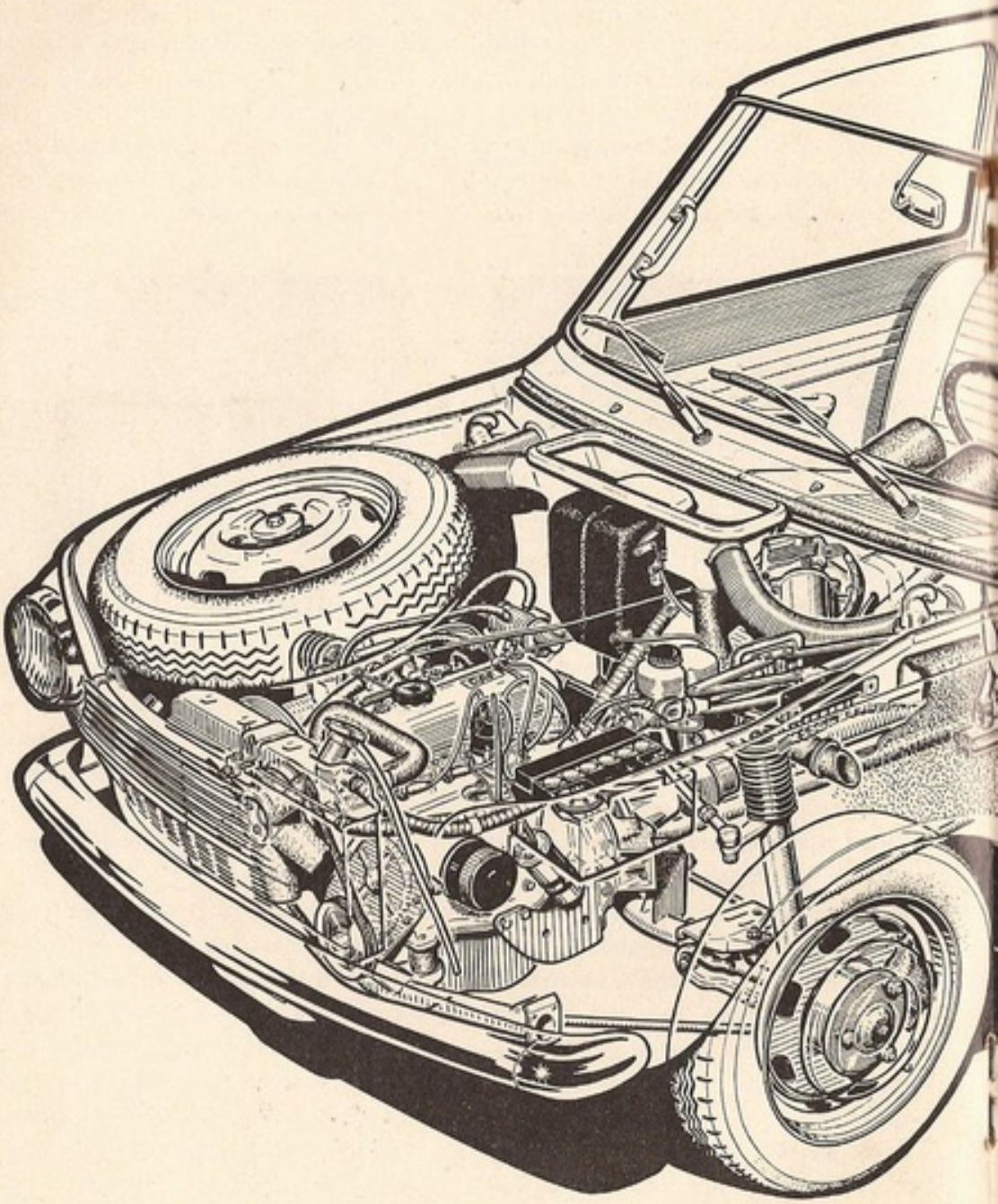
Dirt and insects should be removed by frequent washing with clean water. You should never clean dirty windows with a dry cloth and never operate the windscreen wipers unless it is raining. Regular inspection and renewal of the blades will minimise the possibility of scratches on the windscreen.

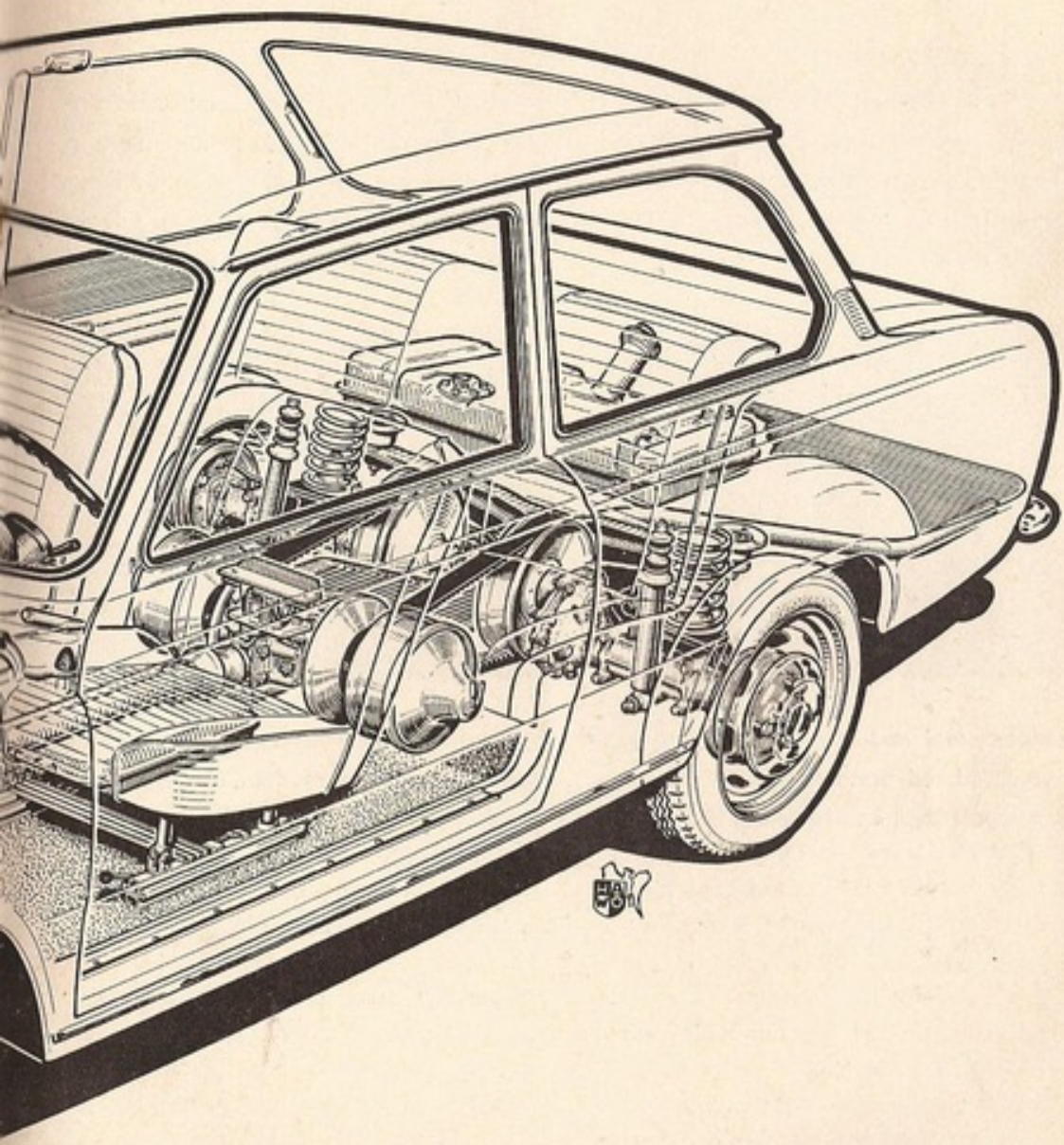
**Trimming and upholstery**

The trimming and upholstery require little attention and only need to be dusted at regular intervals. Ingrained dirt can be removed with a reputable cleaning



agent. Surface dirt can be removed by means of a lukewarm non-caustic soapy lather. Wipe off the soapy mixture with a clean cloth and dry with a chamois leather.
Grease or paint spots should be removed without delay.
Dry paint can be removed with a cloth moistened in petroleum, providing all due care is observed. Stains, caused by shoe polish, etc., can only be removed with turpentine. Use such agents sparingly as they can otherwise damage the upholstery. On no account may thinners, such as trichlorethylene, paint thinner, etc., be used.
If the car is left unused in the garage for any length of time it must be properly

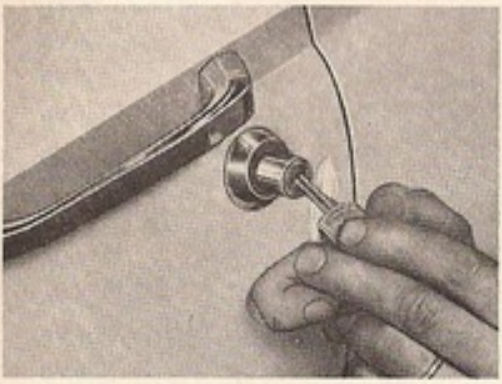




ventilated to prevent mould forming on the upholstery.

**Window weatherstrips**

For proper sealing the weatherstrips must be in good condition, viz. neither damaged nor perished. It is advisable to apply a little talcum powder to the weatherstrips from time to time.



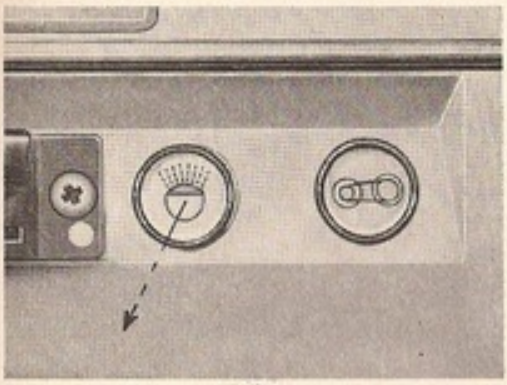
**Stainless steel and chromium-plated parts**

The bumpers and hub caps are made of stainless steel. These parts can be kept clean in the same way as the paintwork. The door locks are chromium-plated and may be treated with a little good quality petroleum jelly now and then. In cold weather it is advisable to lubricate the door locks with a little graphite. This is a most effective means of preventing them freezing up. If ice does form in a lock, despite lubrication, it can be melted by heating the key with a match or cigarette lighter and inserting it in the lock.

# *Electrical equipment*

### Head and tail lights

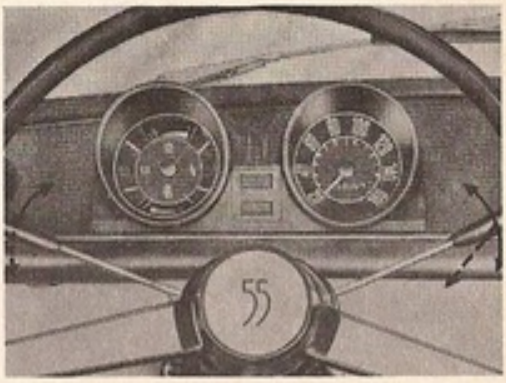
On the right-hand side of the dashboard there is a push-pull switch for operating the parking lights and headlamps and tail lights. It is possible for the parking lights to remain lit separately but when the headlamps are on, the parking lights are also switched on. When the knob is



pulled out halfway the parking lights are switched on; if it is pulled out fully the headlamps also come on.
The headlamps are dipped when the lever on the left-hand side of the steering column is in the middle position.
By moving the lever up, the headlamps are switched to main beam. Moving it down operates the headlamp flasher. A blue warning light between the two instrument dials burns when the headlamps are on main beam.

### Direction indicators

The direction indicators are of the self-cancelling type.
The switch is located on the right-hand side of the steering column. Moving the lever upwards sets the left-hand flashing lights in operation while moving it downwards operates the right-hand flashing lights. When either side is working, a green warning light between the two instrument dials flashes on and off at the same rate as the direction indicators themselves.



### Horn

The horn is sounded by pulling the direction indicator lever towards the steering wheel. This can be done regardless of the position of the lever.

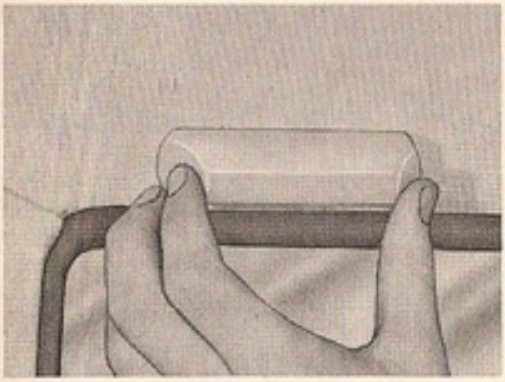
### Interior light

The interior light comes on as soon as a door is opened and goes out when the door is closed again. If the transparent cover is moved sidewards the lamp will remain lit with the doors shut.

### Oil pressure warning light

When the ignition is switched on, the

two warning lights on the left-hand instrument dial come on. The amber light on the left is for oil pressure.
On starting the engine it will continue to burn for a while but will go out immediately the engine starts to run. If the oil pressure is too low, the light will continue to burn. In the latter case, stop the engine immediately and drive no further until the cause of the low oil pressure has been found and remedied. The oil



level should, of course, first be checked with the dipstick. A correct reading can only be obtained when the car is parked on a level surface.

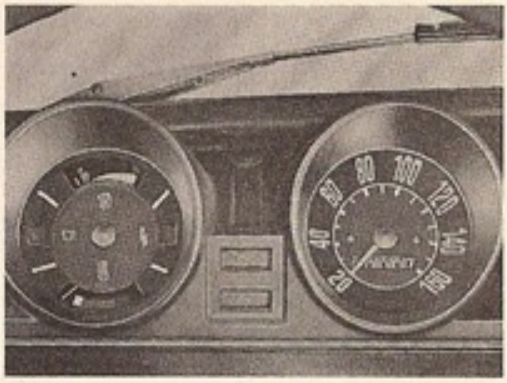
**Fuel gauge**

A fuel gauge at the top of the left-hand instrument dial indicates how much fuel there is in the tank.

**Coolant temperature**

The temperature gauge at the bottom of the left-hand instrument dial is provided with a scale divided into white, green and red sections.

When the engine has reached the correct operating temperature, the pointer will be in the green section. If the pointer moves into the red section, the coolant temperature is too high and the engine must be switched off and the cause traced. Should the excessive temperature be due to insufficient coolant in the system, great caution must be observed when topping up the system with a hot engine.




In such a case water should be added little by little with the engine idling.
If the pointer stays in the white section on the scale the coolant temperature is too low and the thermostat must be checked for correct operation.
For filling and bleeding the cooling system, see page 14.

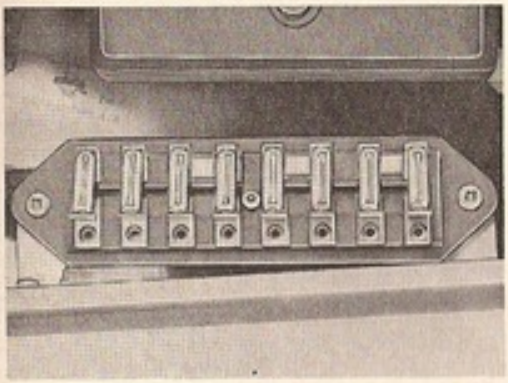
**Generator charge warning light**

If the battery is not being charged by the generator, i.e. when the ignition is switched on with the engine stopped or when the engine is idling too slowly, the red warning light on the left-hand instrument dial will come on.

If it continues to burn at speeds in excess of idling, consult your dealer.

**Fuses**

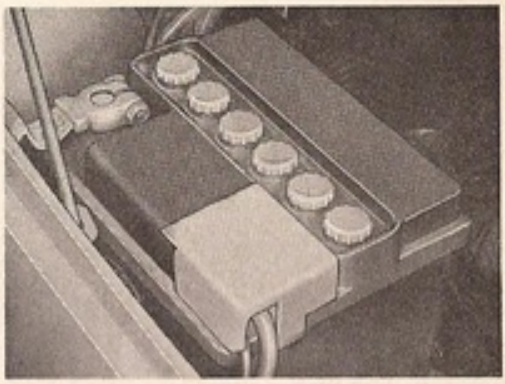
The fuse-box is located on the left-hand side of the car under the bonnet.
If any lights or instruments do not function, first check whether the relative fuse has burnt out.



See page 36 for instructions regarding the replacement of fuses and a list of the circuits protected by the various fuses.

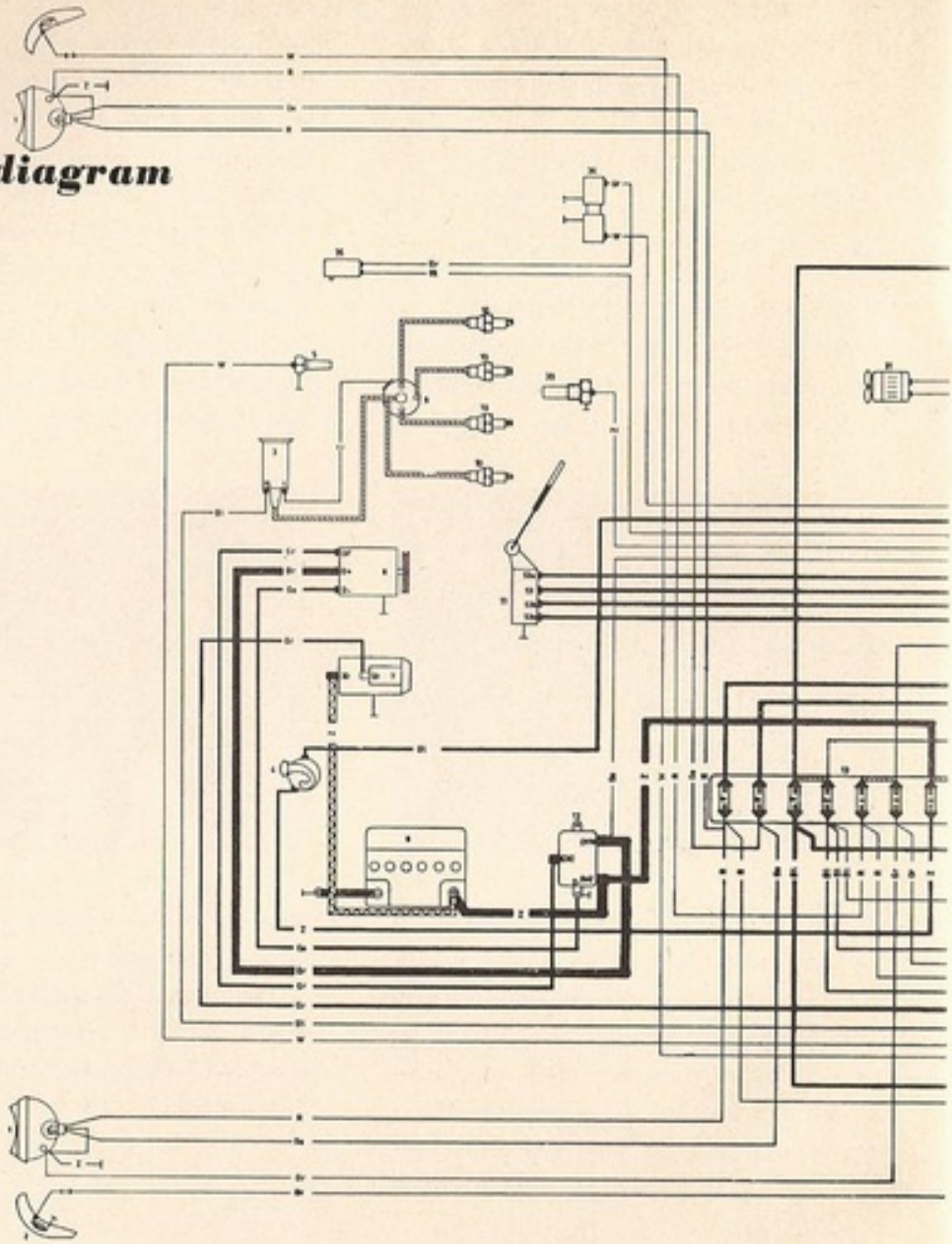
**Battery**

The battery is located at the left-hand front side of the engine compartment. It is an important part of the electrical system and the electrolyte level should be inspected at least once a month between servicings. Only distilled water may be used to top up the battery. Distilled water should be filled until the plates are just under the electrolyte level. Keep naked flames away from the battery to avoid the risk of an explosion due to gas formation. Battery terminals

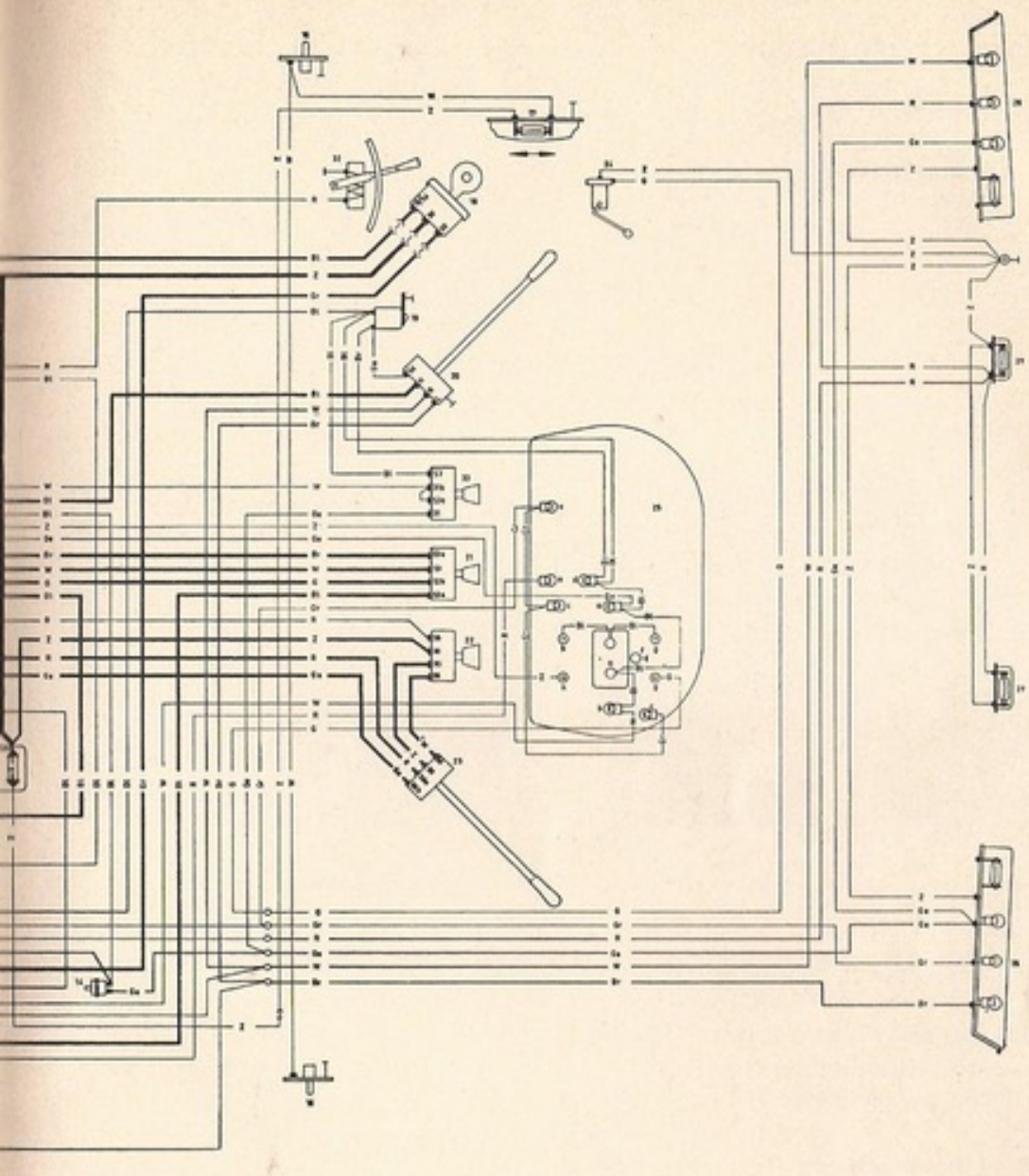


and clamps should be kept clean and be provided with a coating of good quality petroleum jelly at regular intervals. In the winter the battery requires more attention. This can best be arranged in consultation with your dealer.

# *Wiring diagram*



1. Headlight, main beam/dipped beam/parking light 45/40/4 W
2. Direction indicator light 18 W
3. Ignition coil
4. Horn
5. Oil pressure warning light switch
6. Generator 265 W
7. Starter 1.2 hp
8. Battery 36 amp/hr at 20-hr rate
9. Distributor
10. Sparking plug
11. Windscreen wiper motor
12. Voltage regulator
13. Fuse holder 8 x 8 amp
14. Stop light switch
15. Wire connector, 6-pole
16. Courtesy light switch
17. Courtesy light 5 W
18. Ignition switch
19. Flasher unit
20. Direction indicator/horn switch
21. Windscreen wiper switch
22. Parking light/headlight switch
23. Headlight dipped beam/main beam switch
24. Fuel tank element
25. Instruments
    a. Generator charge warning light (red) 2 W
    b. Oil pressure warning light (amber) 2 W



c. Instrument lighting 3 x 2 W
d. Direction indicator warning light (green) 2 W
e. Main beam warning light (blue) 2 W
f. Earth
g. Fuel gauge
h. Temperature gauge
26. Stop/tail/direction indicator light 18/5/18 W
27. Number plate light 5 W
30. Temperature gauge sending unit
31. Blower motor
32. Blower motor control resistance
33. Transmission low ratio hold switch
34. Electromagnetic vacuum valve
35. Control switch for 34
(-) Female witre terminal
(o) Round wire terminal

Wire, 1 mm2 cross-section
Wire, 2.5 mm2 cross-section
Wire, 4 mm2 cross-section
Wire, 6 mm2 cross-section
Cable, 25 mm2 cross-section
Cable anti-interference

| | |
|---|---|
| Bl.-blue | Br.-brown |
| Gr.-green | Ge.-yellow |
| G.-grey | W.-white |
| R.-red | Z.-black |

# *Work which can be carried out by the owner*


| | Page |
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| Replacement of fuses | 36 |
| Replacement of sparking plugs | 36 |
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| Tensioning the generator belt | 37 |
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| Cleaning and setting the contact breaker points | 39 |
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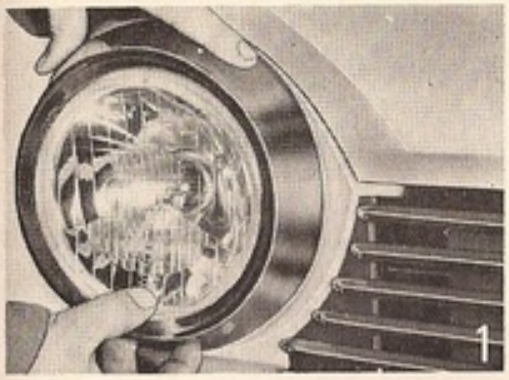
## REPLACEMENT OF HEADLAMP/ PARKING LIGHT BULB

### Removal

— Remove the chromium rim. This is effected by inserting two fingers in the openings at the bottom and pulling the rim forwards. (Fig. 1).

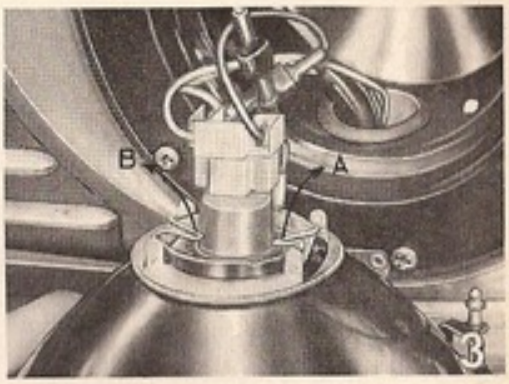



— Carefully slide the reflector out of the three attachment points (Fig. 2).
— The reflector can now be completely removed. Next pull the contact block off the base of the lamp.

— To remove the dual-filament bulb, push up the two clamps ('A' and 'B' in Fig. 3); the bulb can then be taken out. In the case of defective parking light bulb, slide the fitting out of the reflector (Fig. 4).

### Installation

— When inserting the dual-filament bulb

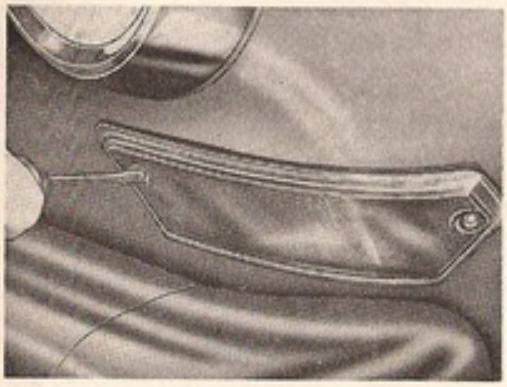



in the reflector, ensure that the projections on the bulb fitting engage the corresponding depressions in the edge of the reflector (see Fig. 4). Otherwise, reassemble in reverse order to that described above.

## REPLACEMENT OF DIRECTION INDICATOR LIGHT BULB

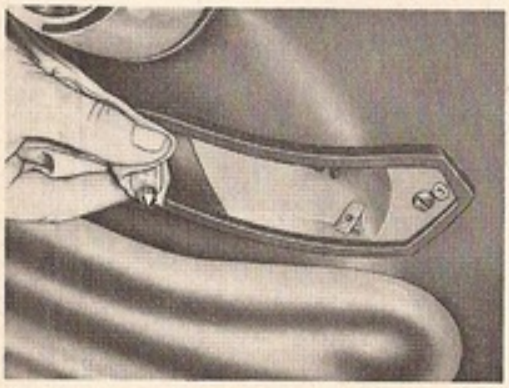
### Removal

— Unscrew the screws securing the lens.
— Remove the lens.
— Take out the defective bulb and clean contacts if necessary.



### Installation

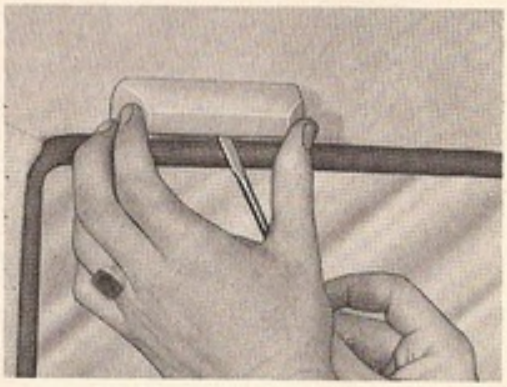
— Fit the new bulb and check that it burns.
— Reassemble in reverse order to that described above.



## REPLACEMENT OF INTERIOR LIGHT BULB

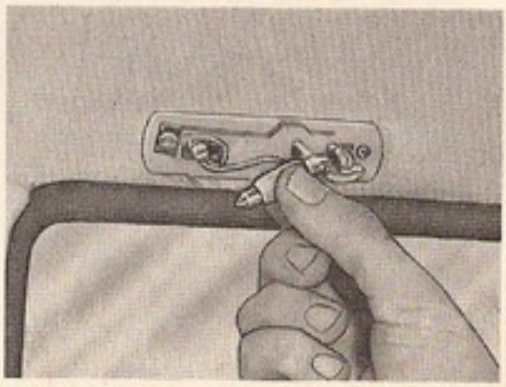
### Removal

— Loosen the lens with a screwdriver taking care not to damage the trimming, and remove.
— Take the bulb out of the fitting and clean contacts if necessary.



### Installation

— Press the new bulb in the spring clips.
— Fit the lens and press into place.

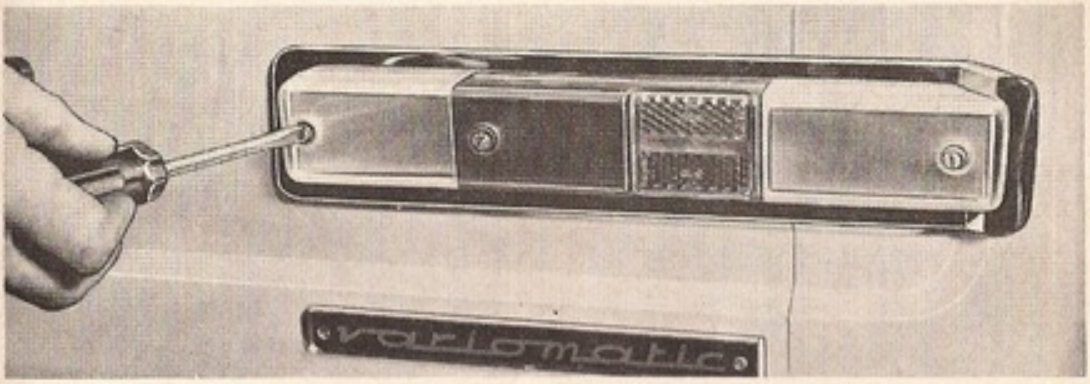


## REPLACEMENT OF REAR LIGHT BULB

**Removal**

— Unscrew the retaining screws from the lens and withdraw lens carefully.
— Remove the bulb in question from its holder.
— If necessary, scrape the fitting contacts clean.

**Installation**



— Press the new bulb into the fitting.
— Continue reassembly in the reverse order to that described above.

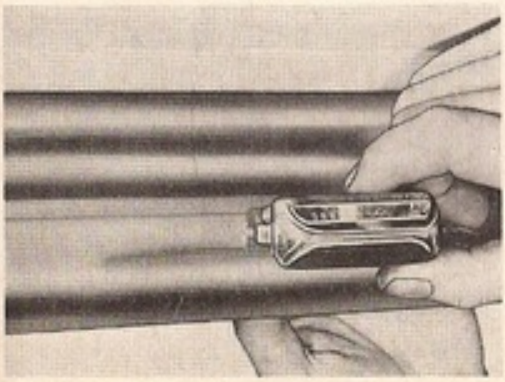
## REPLACEMENT OF NUMBER PLATE LIGHT BULB

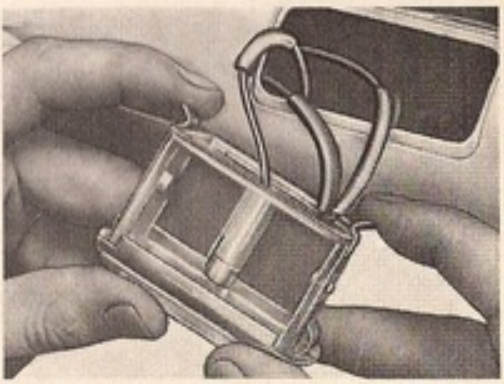
**Removal**

— Press the lamp from the bumper complete with the aid of a screwdriver.
— Open the lamp and remove the bulb from its holder.

**Installation**

— Clean the contacts and fit the new bulb in the holder.
— Close the lamp and press into position in the bumper.





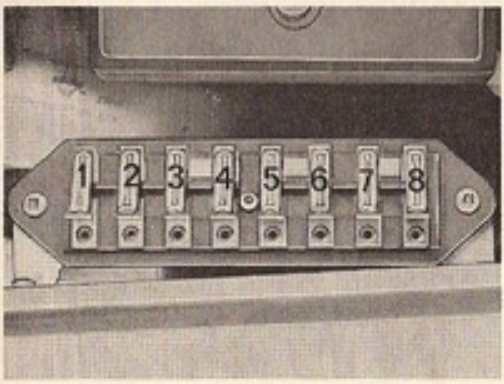
## REPLACEMENT OF FUSES

### Removal

If any lights or instruments do not function, first check whether the relative fuse has burnt out.

— Unscrew the retaining nut and take off the fuse-box cover.
— Take out the relative fuse and check whether it is the cause of the fault.

### Installation




1. Main beam
2. Dipped beam
3. Windscreen wipers
4. Direction indicators, stop lights blower motor, control switch for electromagnetic vacuum valve
5. RH parking light, RH tail light, number plate lighting
6. LH parking light, LH tail light
7. Horn
8. Interior light.

— If necessary, scrape the contact points on the clips clean.
— Press a new fuse in the clips.
— Replace the fuse-box cover and screw the retaining nut on the bolt. If the new fuse burns out, a short circuit can be the cause and a competent mechanic should be consulted without delay.

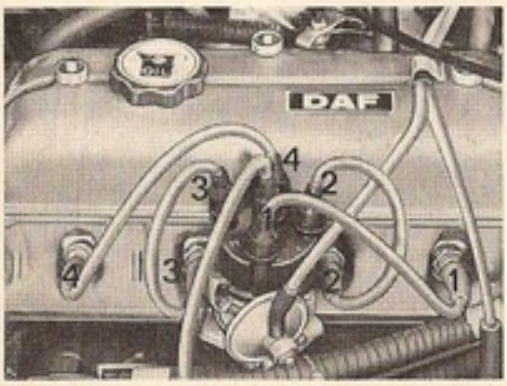
## REPLACEMENT OF SPARKING PLUGS

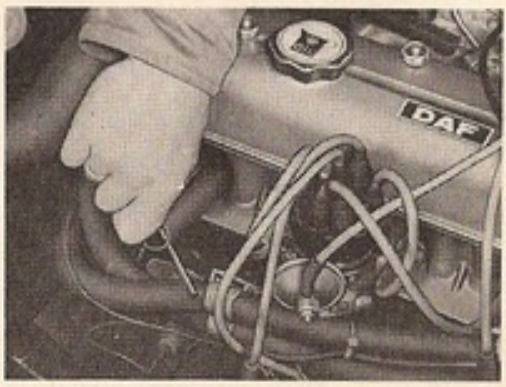
### Removal

— Open the bonnet.
— Remove the caps from the plugs.
— Extract the sparking plugs from the cylinder head with a plug wrench.
— Clean the plug electrodes, if necessary.
— Check the electrode gap and adjust to 0.6-0.7 mm (.024"-.028").

### Installation

Fit the sparking plugs in reverse order to that described above, taking care to connect the plug leads in the correct sequence. The firing order is 1-3-4-2, cylinder No. 1 being on the clutch side. No. 1 plug lead is connected up to the distributor on the side of the vacuum advance unit. The connections can be clearly seen in the drawing below.



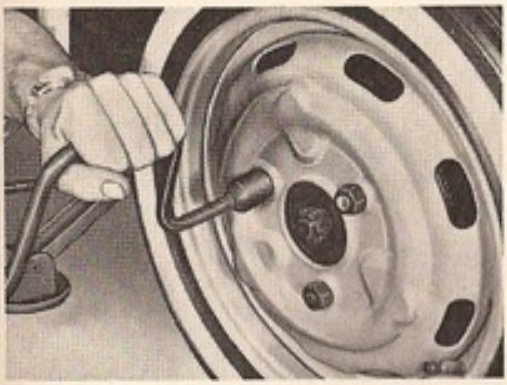



**Note**

When fitting sparking plugs care must be taken to avoid damage to the thread of the aluminium alloy cylinder head. A good method is to put a few drops of oil on the thread of the sparking plugs with the dipstick, turn the plugs in by hand as far as possible and then tighten them with a wrench.

## WHEEL CHANGE

**Removal**



— Park the car on a level surface and apply the handbrake.
— Block the wheels on the side of the car which is not being jacked up with wooden chocks or stones.
— Position the jack under the support mounted on the body.
— Remove the hub cap with the bevelled end of the jack handle.
— Partially loosen the wheel nuts and then jack the car up until the wheel is free of the ground.
— Loosen the wheel nuts completely and remove the wheel.
**Never lie under the car when it is jacked up.**

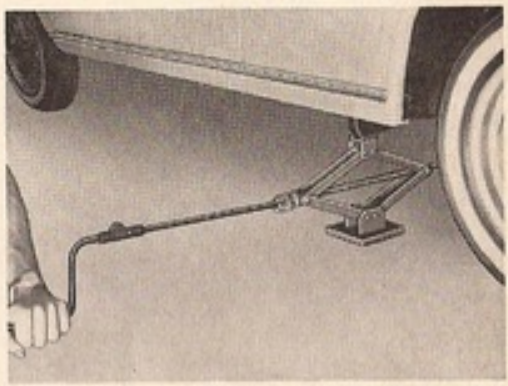
**Installation**

— Take the spare wheel out of the engine compartment and place it on the wheel hub.
— Turn the wheel nuts finger-tight, lower the car to the ground and then fully tighten the nuts. Never use a four-way wrench for this purpose.
— Continue in reverse order to the removal procedure.

Always ensure that the spare tyre is properly inflated by including it in the routine tyre pressure checks.

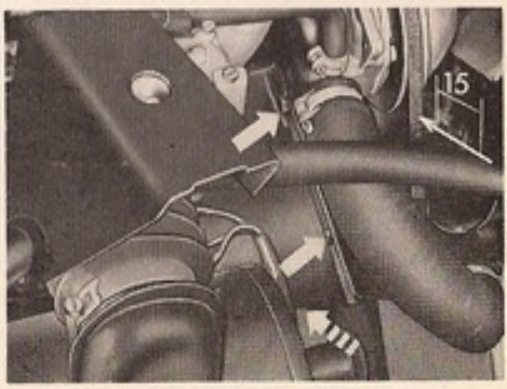
## TENSIONING THE GENERATOR BELT

Excessive slackness or tightness of the generator belt will cause rapid wear of the belt and generator bearings.



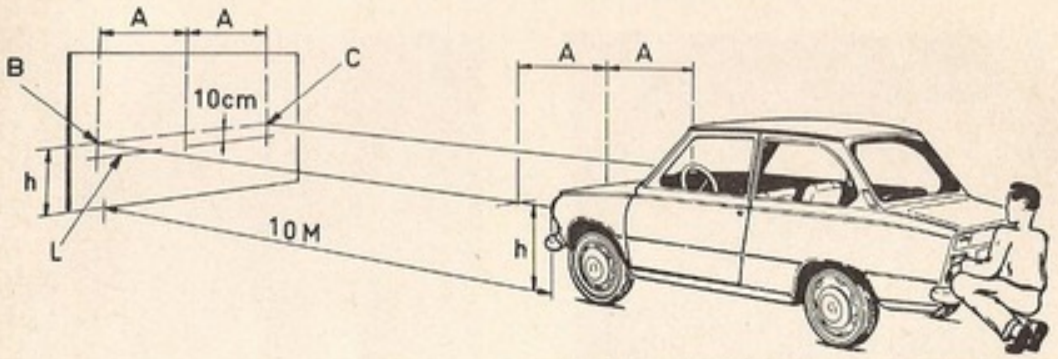
Moreover, if the belt is too slack the battery may not be charged by the generator. Adjust belt tension as follows.

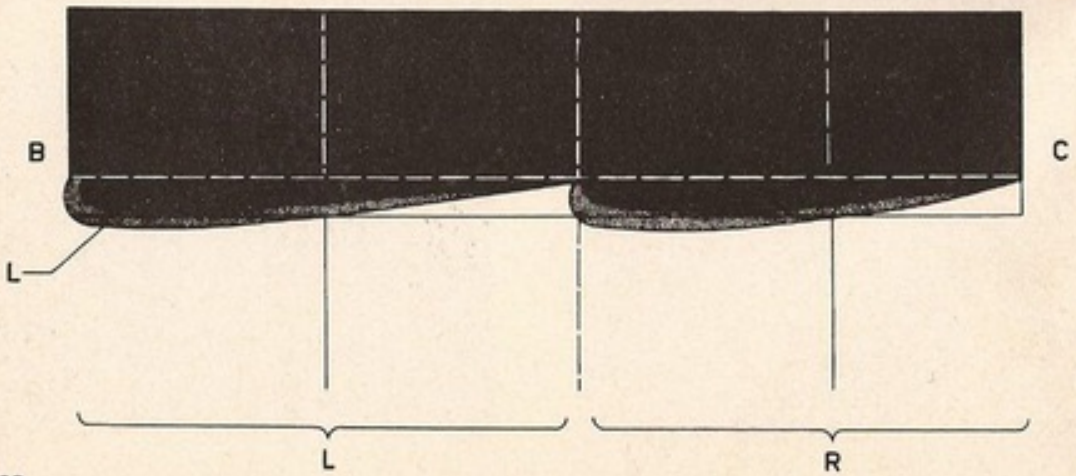
— Slacken the generator mounting bolts a little.
— Tilt the generator until the belt can be depressed 1 - 1.5 cm without exerting excessive force.
— Tighten the bolts and re-check belt tension.



## ALIGNING THE HEADLAMPS

Align the headlamps with the car standing on a level surface in front of a wall or vertical screen, 10 m (33 ft) from the front of the headlamps. Find points B and C, as shown in the drawing below, and mark them on the wall. Draw a line parallel to, and 10 cm (4 in) below, the line connecting points B and C. Now switch on dipped headlights. Screwing in adjusting screws 'a' and 'b' lowers the beam and screwing them out raises the beam. Screwing in adjusting screws 'b' and 'c' moves the beam to the right and screwing them out moves the beam to the left, as seen from the driver's seat. The headlamps are correctly adjusted when the boundary between light and darkness is as shown in the drawing. For the sake of clarity each headlamp should be aligned separately with the other lamp shielded.





# *Specifications*

## GENERAL

| | |
|---|---|
| Kerb weight | 785 kg (1730 lbs) |
| Max. permissible weight | 1110 kg (2450 lbs) |
| Overall length | 3.88 m (152.75″) |
| Overall width | 1.54 m (60.62″) |
| Overall height | 1.38 m (54.33″) |
| Ground clearance | 0.17 m (6.7″) |
| Capacity, luggage compartment | 360 dm³ (12.72 cu. feet) |
| Fuel tank capacity | 38 litres (8.36 gall.) |
| Track front | 1.28 m (50.39″) |
| rear | 1.25 m (49.21″) |
| Wheelbase | 2.25 m (88.58″) |
| Tyre size, Tyre pressures | see page 20 |
| Turning circle | 9.50 m (374″) |

## ENGINE

| | |
|---|---|
| Type | 4-stroke 4-cylinder in line water-cooled engine with o.h.v. |
| Fuel | Petrol |
| Bore and stroke | 70 x 72 mm |
| Cubic capacity | 1108 cc |
| Compression ratio | 8.5 : 1 |
| Max. horse power | 50 at 5000 r.p.m. (SAE) |
| Max. torque | 8.5 kgm (61.48 lb.ft.) at 3000 r.p.m. (SAE) |
| Sump capacity | 2½ litres |
| Oil grade | Summer and winter: SAE 10W30<br>At ambient temperatures exceeding 86° F (30° C): SAE 20W40<br>At sustained temperatures below 10° F (—12° C): SAE 5W20 |
| Cooling system capacity | 4.8 litres (8.5 pints) |

## VALVE MECHANISM

| | |
|---|---|
| Valve clearance (cold) | inlet 0.15 mm (.006″)<br>exhaust 0.20 mm (.008″)<br>The valves are operated from the camshaft via tappets, push rods and rockers. |

## TRANSMISSION

| | |
|---|---|
| Clutch | centrifugal |
| Primary clutch segments begin to engage at | 800-1000 r.p.m. |
| Primary and secondary clutch segments fully engaged at | 2250-2400 r.p.m. |
| Propeller shaft | tubular with two torsion dampers |
| **Variomatic automatic transmission** | Infinitely variable between 14.87 : 1 and 3.73 : 1 with automatic ratio selection. |

**Power divider**

| | |
|---|---|
| Drive pinion | 17 teeth |
| Bevel gears | 26 teeth |
| Capacity | 475 cc |
| Oil grade | SAE 80 |

**Reduction gear cases**

| | |
|---|---|
| Drive pinions | 16 teeth |
| Output gears | 62 teeth |
| Capacity | 250 cc |
| Oil grade | SAE 80 |

**Carburetter**

| | |
|---|---|
| Type | Solex, 32 EHSA |
| Main jet | 127.5 |
| Air correction jet/emulsion tube | 180 |
| Pilot jet | 50 |
| Pump discharge nozzle | 45 |
| Venture dia | 26 mm |

**The setting of the accelerator pump should not under any circumstances be altered.**

## ELECTRICAL EQUIPMENT

**Starter motor**

| | |
|---|---|
| Output | 1.2 h.p. |
| Voltage | 12 Volts |
| Operation | by solenoid |

**Generator**

| | |
|---|---|
| Output | 265 Watts |
| Voltage at 1400 r.p.m. | 12 Volts |

**Sparking plugs**

| | |
|---|---|
| Type | AC44F or Champion L85 or equivalent |
| Size | 14 mm |
| Hexagon width | 20.8 mm ($^{13}/_{16}$") |
| Electrode gap | 0.6-0.7 mm (.024"-.028") |

**Distributor**

| | |
|---|---|
| Direction of rotation (seen from above) | clockwise |
| Spark advance | by centrifugal weights and vacuum |
| Ignition timing | 0°. Piston is at T.D.C. when the mark on the crankshaft pulley is in line with the mark on the timing gear cover. |
| Contact breaker gap | 0.4-0.5 mm (.016"-.020") |
| Condenser | 0.24-0.31 $\mu$F |

**Battery**

| | |
|---|---|
| Voltage | 12 Volts |
| Earth pole | negative pole |

**Bulbs**

| | |
|---|---|
| Headlamp | 45/40 Watts |
| Direction indicator light | 18 Watts |
| Parking light | 4 Watts |
| Number plate light | 5 Watts |
| Interior light | 5 Watts |
| Instrument panel lighting | 2 Watts |
| Tail light | 5 Watts |
| Stop light | 18 Watts |

**Direction indicator flasher**

| | |
|---|---|
| Wattage | 2 x 18 Watts |
| Flashing rate | 90 ± 30 per minute |

**Fuses** 8 x 8 Amps

## SUSPENSION

| | |
|---|---|
| Front: | Suspension arms, torsion bars and radius rods; telescopic, double-acting hydraulic shock absorbers, also acting as kingpins; anti-roll bar. |
| Rear | Suspension arms with coil springs and telescopic, double-acting hydraulic shock absorbers. |

## STEERING GEAR

Rack and pinion type

## BRAKES

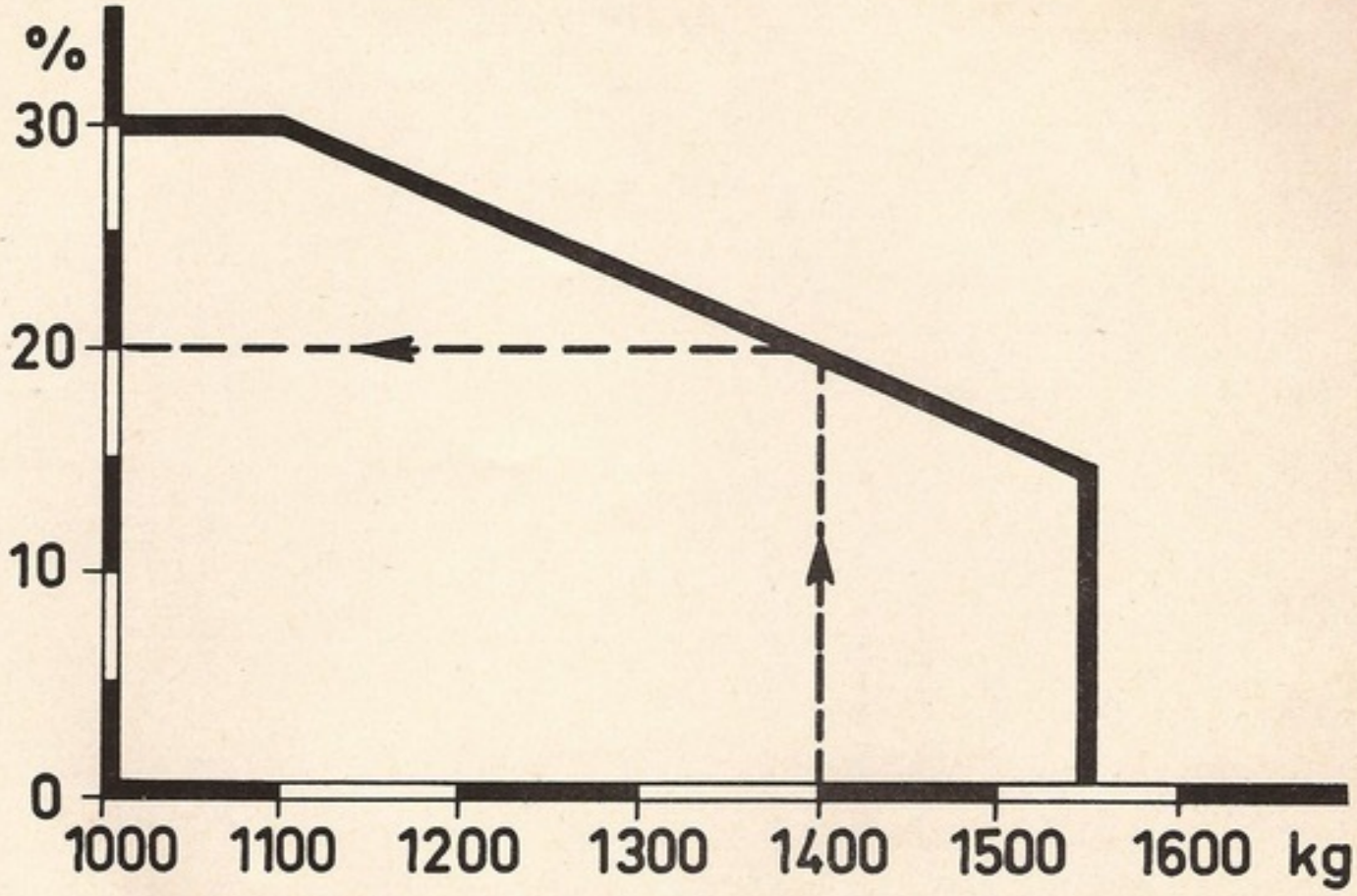
hydraulic (dual-circuit)
front: disc brakes
rear : drum brakes

| | |
|---|---|
| Brake drum dia (rear) | 200 mm (7.87") |
| Brake fluid | SAE 70 R3 |
| Handbrake | mechanical on rear wheels |

## CAMPING TRAILER

| | |
|---|---|
| Total permissible weight | 450 kg (990 lbs) |
| Weight on coupling hitch | 35-40 kg (77-88 lbs) |

HILL CLIMBING ABILITY




**Example:** A Daf 55 with trailer, having a joint laden weight of 1400 kg, can ascend gradients up to max. 20%.

| NL | D | GB | F | E | I | DK |
|---|---|---|---|---|---|---|
| Motor | Motor | Engine | Moteur | Motor | Motore | Motor |
| Benzine | Kraftstoff | Fuel | Essence | Gasolina | Benzina | Brændstof |
| Carburateur | Vergaser | Carburetter | Carburateur | Carburador | Carburatore | Karburator |
| Carter | Kurbelgehäuse | Crankcase | Carter-moteur | Cárter | Basamento del motore | Krumtaphus |
| Luchtfilter | Luftfilter | Air cleaner | Filtre à air | Depurador de aire | Filtro dell'aria | Luftfilter |
| Olie | Öl | Oil | Huile | Aceite | Olio | Olie |
| Aandrijfas | Antriebswelle | Drive shaft | Arbre de transmission | Arbol de transmisión | Albero di trasmissione | Drivaksel |
| Koppeling | Kupplung | Clutch | Embrayage | Embrague | Frizione | Kobling |
| Afstelling | Einstellung | Adjustment | Réglage | Ajuste | Regolazione | Indstilling |
| Variomatic | Variomatic | Variomatic | Variomatic | Variomatic | Variomatic | Variomatic |
| Set drijfriemen | Keilriemenpaar | Belt set | Paire de courroies d'entrainement | Juego de correas | Coppia delle cinghie di trasmissione | Kilerempar |
| Verdeelkast | Verteilergetriebe | Power divider | Inverseur | Caja de distribución | Scatola distributrice | Fordelergear |
| Binnenband | Schlauch | Inner tube | Chambre à air | Cámara de aire | Camera d'aria | Slange |
| Buitenband | Reifen | Tyre | Pneu | Cubierta | Pneumatici | Dæk |
| Carrosserie | Karosserie | Body | Carrosserie | Carroceria | Carrozzeria | Karrosseri |
| Portier | Tür | Door | Porte | Puerta | Portiera | Dør |
| Stuur | Lenkrad | Steering wheel | Volant (de direction) | Volante de derección | Volante (di direzione) | Rat |
| Vering | Federung | Suspension | Suspension | Suspensión | Sospensione | Fjedring |
| Wiel | Rad | Wheel | Roue | Rueda | Ruota | Hjul |
| Accu | Batterie | Battery | Batterie | Bateria de acumuladores | Batteria | Batteri |
| Achterlicht | Schlußleuchte | Rear lamp | Feu arrière | Luz trasera | Luci posteriori | Baglys |
| Bobine | Zündspule | Ignition coil | Bobine | Bobina | Bobina | Tændspole |
| Bougie | Zündkerze | Sparking plug | Bougie | Bujia | Candela | Tændrør |
| Claxon | Signalhorn | Horn | Avertisseur sonore | Bocina | Segnalatore acustico | Signalhorn |
| Condensator | Kondensator | Condenser | Condensateur | Condensador | Condensatore | Kondensator |
| Electrische install. | Elektrische Anlage | Electrical equipment | Equipement électrique | Installación eléctrica | Equipaggiamento elettrico | El-anlæg |
| Dynamo | Lichtmaschine | Generator | Dynamo | Dinamo | Dinamo | Dynamo |
| Grootlicht | Fernlicht | Main beam | Feux de route | Luz de carretera | Luci abbaglianti | Fjernlys |
| Dimlicht | Abblendlicht | Dipped beam | Code | Luz de cruce | Luci anabbaglianti | Nærlys |
| Onderbreker | Unterbrecher | Contact breaker | Rupteur | Ruptor | Interruttore | Afbryder |
| Ontsteking | Zündung | Ignition | Allumage | Encendido | Accensione | Tænding |
| Richtinglicht | Blinkleuchte | Direction indicator | Feu clignotant | Luz de dirección | Lampeggiatore | Blinklys |
| Stadslicht | Standlicht | Parking light | Feu de ville | Luz de población | Luce posizione | Positionslys |
| Startmotor | Anlasser | Starter motor | Démarreur | Motor de arranque | Motorino d'avviamento | Startmotor |
| Stoplicht | Bremslicht | Stop light | Feu stop | Luz de ‚pare' | Indicatore d'arresto | Stoplys |
| Zekering | Sicherung | Fuse | Fusible | Fusible | Fusibile | Sikring |